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8.00 „ „ 9.30 „ „ 10 „
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11.30 „ „ 12.30 p.m. „ 15 „
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2.30 „ „ 5.00 „ „ 15 „
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11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 6.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
6.30 „ „ 6.10 „ „ 10 „

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KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 2 A Local	No. 6 Through Express	No. 7 Local	No. 9 Through Express	No. 11 Local	No. 13 Through Express	No. 17 Local	No. 15 Local	No. 21 Local	No. 19 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.		7.20		8.35		5.20				5
SHEK LUNG arr.		8.50		11.07		6.55				6.55
„ dep.		8.55		11.17		6.50				6.55
Sham Chun „ arr.		10.05		2.00		6.40				6.55
„ dep.	7.37	10.20	8.10	4.30	11.45	6.45	3.00	4.30	5.17	6.55
Sheungshui „ dep.	7.53		8.26	4.47	11.51	—	3.26	5.10	5.37	7.15
Fanling „ dep.	7.57		8.31	4.51	11.55	—	3.30	5.14	5.41	7.19
Taipo Market „ dep.	7.46		8.39	4.54	12.03	—	3.37	5.22	5.50	7.27
Taipo „ dep.	7.52		8.57	5.00	12.08	—	3.43	5.28	5.56	7.33
Shatin „ dep.	8.04		9.50	5.15	12.22	—	3.55	5.41	6.08	7.45
Tsimshi „ dep.	8.17		9.06	5.30	12.35	—	4.08	5.53	7.00	—
Hunghom „ dep.	8.35		9.25	5.50	12.53	—	4.28	6.10	7.18	—
KOWLOON „ arr.	8.42	11.10	9.33	5.58	12.44	7.23	4.02	6.20	7.28	8.04

Wednesdays and Sundays only, until Sept. 19th.

UP TRAINS

Stations	No. 4 Local	No. 8 Through Express	No. 8 Through Slow	No. 10 Local	No. 14 Local	No. 12 Local	No. 20 Local	*No. 16 Through Express	No. 22 Local	No. 24 Local
	a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leave H.K.	6.25	..	8.05	10.15	11.45 a.m.	1.05	2.05	3.45	4.35	5.05
KOWLOON dep.	6.35	8.10	8.20	10.25	12.05 p.m.	1.15	2.20	5.55	4.55	5.25
Hunghom „ dep.	6.50		8.35	10.37	12.24	1.27	2.34	—	5.08	5.35
Tsimshi „ dep.	6.57		8.42	10.43	12.30	1.33	2.40	—	5.14	5.41
Shatin „ dep.	7.09		8.55	10.56	12.43	1.46	2.53	—	5.26	5.54
Taipo „ dep.	7.23		10.00	11.05	12.58	1.55	3.05	—	5.37	7.01
Taipo Market „ dep.	7.30		10.07	11.13	12.58	1.57	3.05	—	5.37	7.08
Fanling „ dep.	7.37		10.19	11.23	12.47	2.07	3.15	—	5.47	7.18
Sheungshui „ dep.	7.41		10.23	11.27	12.50	2.11	3.19	—	5.51	7.24
Sham Chun „ arr.	7.55		10.38	11.32	12.56	2.16	3.25	5.50	5.57	7.34
„ dep.	—		10.50	—	—	—	—	5.55	—	—
SHEKLUNG „ arr.	—		11.38	—	—	—	—	6.35	—	—
„ dep.	—		11.50	—	—	—	—	6.50	—	—
CANTON (Tai Sha Tau) arr.	—		11.50	—	—	—	—	6.50	—	—

(Wednesdays and Sundays only, until Sept. 19th.)

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

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The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
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Shataukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

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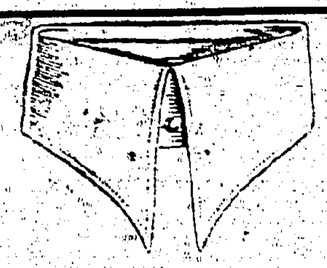

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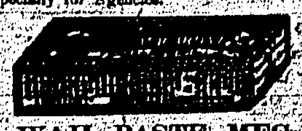

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WHAT WAR HAS DONE FOR GERMANY.

NO MOTOR CARS—NO NEW CLOTHES.

Mr. A. G. Gardiner, former editor of the London *Daily News* writes from Berlin: In travelling through Germany to-day there is no fact which is calculated to impress an Englishman—and, in an even greater degree an American—more than than the entire absence of motor-cars. In America motor-cars are as common as black-berries. They are not a luxury of life, but a commonplace necessity. I was told at a Connecticut factory last autumn that half of the 600 clerks engaged came to work in their own cars, and in the State of Kansas, which is reputed to have the most widely diffused prosperity of any State in the Union, the possession of a motor-car is at least as commonplace a fact as the possession of a piano. We have not reached this state of prosperity in England. The motor-car is still something of a luxury of the well-to-do. But it is abundant enough. In Germany motor-cars are neither a necessity, nor a luxury, but an impossibility.

THE UNUSUAL SPECTACLE.

In the course of a journey I made by road from Greifswald to Berlin I did not meet or pass a single motor-car. The journey covered some 160 miles. Not only did we not meet a single car on the way, but the obvious sensation which our car created showed how rare an event it was. Even dull farm horses reared and floundered at our onset, and as one looked back to see what had happened one saw many a whip waved, not in salutation but with very obvious hostility by indignant drivers. Wherever our approach was seen in time the drivers invariably leant down and stood by the animals' heads until we had shot past.

And the sensation was not confined to the horses and their drivers. The village children were no less excited by the unusual spectacle. Sometimes they were friendly and tried their paces with us. Sometimes they were unfriendly, in which case they shouted "Schieber" at us as we careered past. "Schieber" being the verbal coinage of the war that serves the Germans for our "profiteer." It was evidently accepted as a matter of course that only a profiteer rode in a motor-car in Germany to-day. If that is the fact, then, by the experience of this ride, profiteers must be rare birds in the land.

MOTORING DOES EXIST.

But the truth is that not even "Schiebers" can ride in Germany. Nobody can ride in them and nobody does ride in them (I may explain that I rode in one only by the courtesy of the British Military Mission in Berlin, which was conducting an inquiry of its own into food and social conditions). There are a few taxis in the centre of Berlin, using tyres of most inelastic substance, and perhaps a dozen or so in cities like Leipzig and Hamburg, but private motor-cars there are none on the roads. And the shortest taxi ride costs a sovereign, for the fares have been raised by 500 per cent. in Berlin and 1,000 per cent. in Hamburg.

The explanation of the disappearance is simple enough. There is a famine in everything here, but even in the general famine the lack of rubber and petrol is exceptional. The wife of a diplomatist, one well-known in England, told me the other day that motoring had ceased to be possible because a pair of new tyres cost 24,000 marks (£1,200). "It may be possible to afford that once," she said, "but no one can go on affording it." And another person in the company added that a litre of benzine now costs as much as a litre of champagne did before the war.

THE COLLAPSE IN THE MARK.

It is not going to be easy to be rich in the old sense in Germany for many a long year, for apart from the enormous increase in the cost of necessaries the increase in the cost of luxuries is made deliberately prohibitive. The collapse in the value of the mark was in a large measure due to the flood of luxuries which came in from the outside with the close of the war. They came in through what was known as "the hole in the West"—the occupied territory over which the Customs could exercise no real control. Vast amounts of foreign cigarettes, perfumes, soaps, coffee, wine, and so on followed the march of the occupying troops. And once in Germany they ceased to be subject to control. They flooded the country, and the "Schiebers" and others who could afford them bought them up voraciously without regard to the need of national economy and the fatal consequences of depreciating the currency still further by exporting German money for luxuries.

PROGRAMME OF TAXATION.

It is not possible to blame the people for five years they had been cut off from the luxuries of life. They had forgotten the fine taste of things, and the opportunity of recovering it was too much for them. No one, for example, who has tasted what passes for coffee in this country could wonder that patriotism should quail before it. It is a loathsome concoction of beans and vegetables that is the more loathsome because it is made to look like what it isn't. The "hole in the West" has been closed and luxuries have been shut out, but it is still possible for the very rich to get coffee at about 40s. a lb., just as it is possible for the same people to get butter surreptitously at anything up to 60s. a lb.

But there is another reason why it will not be possible to be rich in Germany. Whatever criticism may be poured upon the Government, it cannot be accused of sparing the rich (or the poor) or failing to face the terrific financial realities which the war has left behind. No country has set itself so ruthlessly to the task of re-establishing its financial credit, and it is one of the worst evils of the unlimited indemnity that it makes that task unknown. The programme of taxation is in three parts—(1) war fortunes, (2) capital levy, (3) income-tax. The levy on fortunes made during the war appropriates everything in excess of £8,600. The capital levy on all fortunes is steeply graded up to 60 per cent., the maximum being reached with fortunes of £350,000. The levy is payable in annual instalments of 6½ per cent. until the liability is extinguished. The income-tax, also steeply graded, reaches a maximum of 65 per cent. It follows that with such a terrific screw of taxation, added to the cost of living, it is not going to be possible for many people in Germany to drink real coffee, much less indulge in private motor-cars for many a long year to come.

Indeed, the only people who can afford to be luxurious in Germany are foreigners. It is a pleasant enough place if you are living on English, American, Dutch, or Swiss money. The prices are high, but when you can buy a thousand marks instead of a hundred with a £5 note, you can face them without alarm. You can even take a taxi, or bribe the hotel waiter to bring you a surreptitious pat of butter for four marks, without feeling that you are putting an undue strain upon your finances.

8s. FOR A CUP OF TEA.

But the unhappy German housewife sees the reverse of this agreeable state of things. She does not dip into a bag of English pound notes or American dollars or Dutch guilders. She dips into a bag of German paper. Her shilling has become a penny in competition with the prosperous world outside. An English-woman, the wife of a German official living in Berlin, who had passed through the long agony of the war in Germany, told me that it cost her the equivalent of £100 in German money to visit her relatives in London after the peace was signed. On the boat the craving for a cup of tea was too great to be resisted. It cost her an English sixpence; but to buy that sixpence she had to pay 8s. in German money, for the exchange then was at its worst.

And though the internal value of the mark has declined less than the external value it is not worth more than a sixth of its pre-war level. Our shilling is now less than sixpence, but the German shilling not worth more than twopence even in Germany. In these circumstances, the problem of living, hard enough in England, is here a nightmare that overshadows all other topics. It is a nightmare associated not with simple inconvenience, but with the prolonged experience, now passing into the fifth year, of chronic hunger, supported only by food of desolating sameness and tastelessness. As the result of innumerable inquiries which I have made in all the towns I have visited and among all classes of people, it may be said that the population of Germany is to-day existing as it has existed for four years on potatoes and bread, eked out with a few vegetables and an occasional egg or scrap of meat. This statement does not rest on German evidence only, but will, I think, be endorsed by every external authority in a position to speak, like the British Military Mission at Berlin or the various American and British Quaker Relief organisations. There is plenty of good food at the hotels, obtained by surreptitious trading—for rationing is much more difficult to make watertight in a country which is living on its internal resources than in a country like our own where the supplies are controlled in bulk at the ports—but this food is only for the rich and especially the foreigner.

A STUDY IN PRICES.

And even here the limits are severe. Butter is never seen at the Hotel Adlon, which is the Ritz of Berlin, nor margarine either. Indeed, I have not seen margarine any where, and I am told that when obtainable it is so evil tasting owing not only to the lack of materials, but also to the high percentage of water used in manufacturing it as to be almost uneatable. In going through an open market and a great provision and general store at Charlottenburg I made a note of the following prices, converting the mark into the shilling: A reel of cotton 22s., oranges 2s. to 4s. each, combs 7s. to 20s., a pair of stockings 35s., a pair of laces 3s., turkey 20s. a lb., duck 18s. a lb., goat's fat 24s. a lb., a cauliflower 8s., hake 4s. 6d. a lb., salt herring 1s. (very cheap), sole 7s. a lb. (also, I was told, very cheap), smoked herring 8s. a lb., cocoa 27s. 6d. a lb., coffee (5th quality—imagine it) 22s. a lb., tin of preserved pears 8s., tin of pork, and beans (American Army ration tin) 9s. 9d., dried milk 18s. a lb., currants 20s. a lb., sultanas 30s. a lb., dried cabbage (which looked like wood shavings) 2s. 6d. a lb., dried green peas 5s. 4d. lb., dried beans 7s. 6d., rice 12s. 6d., chocolate 45s. a lb., goat's meat sausage 17s. a lb., figs 20s. a lb., raisins 26s. a lb. Household commodities were no less costly. The commonest tea-cup and saucer were 12s. 6d., and a very common tea service, which the assistant said would have cost 7s. 6d. before the war, was marked at 225s.

(*Continued at foot of next column.*)

CAPT. FINCH RETIRES FROM THE WHITE STAR.

A SKIPPER WELL-KNOWN IN THE FAR EAST.

Captain William Finch, senior commander of the White Star Line, retired from active duty on his arrival at Liverpool aboard the *Baltic*, which left New York June 28th. Captain Finch, who has spent forty-six years in service on almost every sea, commanded the *Baltic* for some years past, and during the dark war days piloted the big ship many times safely through the submarine zone landing troops, passengers and valuable cargoes without loss. This splendid record brought the captain direct recognition from King George, who conferred upon him the Order of the British Empire.

One of the many outstanding incidents of Captain Finch's career was his heroic conduct when the *Arabic*, then under his command, was torpedoed by a German submarine off the Irish coast and sank within eight minutes. In accord with the best traditions of the sea, Captain Finch went down with his ship and swam about for forty minutes before boarding a life raft, where he helped a woman and her baby, another passenger and two of the *Arabic's* firemen. For this courageous conduct the British Government presented him with a piece of plate and the Humane Society of Great Britain gave him an illuminated address.

Captain Finch had many close and marvelous escapes during the war in command of the *Adriatic* and the *Baltic*, but these are forgotten in the satisfaction of having safely transported General Pershing and his staff to Liverpool aboard the *Baltic* in June, 1917, which carried on the same voyage the Fifth Pittsburg Engineers, the first armed American troops to be landed in England.

During his service under the White Star flag on the Pacific ocean Captain Finch carried as passengers Admiral (then Commodore) Dewey and Captain Gridley, both of whom became his fast friends. He has seen many years of service in the Far East and in the Australian trade, has rescued several crews at sea for which he received official recognition, and possesses many medals and decorations from various governments. Captain Finch, noted for his seamanship and for his unfailing geniality, is one of the fast disappearing sailors of the old school, because in these days of steam vessels there are but few instances, if any, where skippers serve a ten years' apprenticeship aboard sailing vessels to learn the fundamentals of navigation.

It will be apparent from this that it is a very limited section of the people who can indulge in these luxuries. I asked one of the assistants in the provision store who bought these things. Did the poor buy them? She laughed almost fiercely. "Nobody buys anything now but the Jews and the Schiebers," she said. She herself got 600 marks a month, which was now the fixed wage. The girls did not steal so much now that the wages had been raised, but the public stole a great deal. Her bare food cost 300 marks a month, her rent 60 marks, her tram fares 30 marks, she had to provide heating and lighting—a heavy charge with coal (briquettes) at 320 marks a ton. Clothing! She raised her hands with a despairing gesture. A pair of boots cost 240 marks at least and resoling 60 marks. (£3).

The rationed foods sold at fixed prices provide only one half the nutriment necessary for bare existence. They are:—

Bread (black).—An allowance of 4 lb. per week, price 4s. 6d.—real price owing to inferior food value due to 25 p.c. of husks, 5s. 6d.

Meat.—½ lb. a week, price 10s. a lb. For many weeks only American corned beef was available. Fresh or salted pork has been obtainable for the past fortnight. People are afraid to hope it may continue.

Fats, 1 ounce of butter, 9d.; ½ lb. of lard or margarine, 10s. and 8s. per ½ lb. respectively.

Milk.—Only for infants and invalids, for the first two years of life a quart per day. For the next two a pint. Price constantly rising. It was 1s. 6d. a pint when I was making inquiries.

Potatoes.—From 2 to 4 lb. a head per week, instead of the promised ration of 7 lb. Shortage owing to insufficient labour in Pomerania willing to open clamps and load trucks, 3½d. per lb.

Sugar.—½ lbs. a head per month. Price 1s 4d. per lb.

Jam.—Given out at long intervals. Price varying from 2s. to 6s. per lb. Quality unspeakable.

Outside this range of commodities, which on the rationing basis provide half the necessary food, there is a free market, and prices may be anything. Oatmeal at 4s. a lb. is the best value, and eggs, which have now fallen from 2s. 6d. to 1s. 6d. each, are perhaps next.

AN ENGLISHWOMAN'S STATEMENT.

Profiteering in food is carried on on a scale beyond anything experienced in England. It is easy to profiteer when the supplies are practically all internal. I was told by the British Consul at Stettin that the impoverishment of that town, which lies in the heart of the great Pomeranian granary, was largely due to the fact that exploiters came in and cleared out the supplies for the Berlin hotels.

I asked an Englishwoman, who has lived in Germany for the past ten years, to give me a representative week's bill of fare of an average household. She wrote out the following, which she said applied to cases in which the breadwinner is earning a sum undreamed of before the war:—

Sunday.—The week's meat ration, potatoes and a vegetable.

Monday.—A carefully-hoarded scrap of the said ration, eked out by semoling, ground barley, etc, into flat rissoles, with vegetable and potato.

Tuesday.—Pease pudding and sauer-kraut.

Wednesday.—Dried haricots, with sugar or vinegar.

Thursday.—Barley, or semolina, or macaroni (if obtainable), with dried plums.

Friday.—A vegetable, dried or otherwise. An egg or accompaniment.

Saturday.—Herrings, with potatoes, if obtainable.

SHIPPING OUTLOOK DARK.

N.Y.K. PRESIDENT'S MESSAGE TO EMPLOYEES.

"The present shipping situation admits of no optimism," declares Baron Kondo, President of the Nippon Yusen Kaisha, in a message to important members of its staff. "It will not be long before we are confronted with a great adversity, a great crisis."

This message has just been dispatched to the managers of the N.Y.K. offices in Japan and in various parts of the world in connection with a proposal to establish a Provisional Committee on Investigation of Business Operations. This body will include all the branch managers as well as the directors of the company, and its object is to consider ways and means of meeting the new shipping situation. Baron Kondo's message reads:

"Of late years the company has made unusually large profits and its financial position has been strengthened. The restoration of peace, however, has caused a sudden slump in the economic situation, a serious setback has resulted to production and many enterprises have gone bankrupt. Foreign shipping operations are returning to the pre-war conditions, and foreign concerns are making redoubled efforts to advance their interests. As a result, the decline in freight rates is more accentuated everyday.

"All this, however, is what we expected. It is not easy to say what steps should be taken, but what is essential is the reduction of working expenses and business readjustments.

"For this purpose, however, it is essential, as a prerequisite, that there should be established perfect solidarity among the the members of the staff. Of late the community is affected by the world situation, and the people are apt to be frivolous. It is necessary that the staff should preserve their good manners, and see to it that they are not affected by the current tendencies of the times. We propose to establish a Provisional Committee on the Investigation of Business Operations with a view to improving the business operations of the company. Everything depends upon your solidarity and unity, and it is to be earnestly hoped that you will all assiduously discharge your duties and increase your efficiency so that we can successfully go through the crisis and ensure the permanent prosperity of the company."

SHIPPING CONTROL.

POWERS TERMINATE THIS MONTH.

In the House of Commons last month, Col. Wilson, in reply to Maj. Barnes, stated that the powers which were conferred on the Shipping Controller under the Defence of the Realm Act terminated at the end of August. Though licences still had to be applied for, none were refused unless there was special reason for the refusal. All the special rates of freight laid down for Government cargoes had also been withdrawn in view of the present position of the freight market. The other functions and duties of the Shipping Controller, which were very considerable, still remained, and he could only assure his honfriend that it was the intention and desire of the Shipping Controller to bring the Ministry to an end at the earliest date possible.

INTERPORT SHOOTING.

PROSPECTS FOR MATCH NEXT SPRING.

Some time ago in an article reviewing interport prospects, says the *N.C. Daily News*, the hope was expressed that the interport rifle contests between Shanghai, Hongkong and the Federated Malay States, discontinued during the war, would be again resumed. Since then Mr. A. M. Collaco, secretary of the Shanghai Rifle Association, wrote to Hongkong hoping to arrange a match. From the letter given below it appears impossible to arrange a match this year though there are prospects that these interesting contests will be resumed next spring.

The letter is as follows:—

Dear Sir,—In reply to your inquiry as to the revival of this event this Autumn.

I regret to say that interest in Rifle shooting in this Colony is at present at a very low ebb.

No Rifle League matches were held last season and few if any Club Competitions, so that I do not see any possibility of holding the match this year.

When the new Hongkong Volunteer Defence Corps gets busy I hope to see Rifle matters improve and I trust that League Competition will recommence some time in October or November next which should make the revival of this historic event a possibility next spring.

I am writing in Singapore and Penang on the subject of holding the match at that time.—Yours faithfully,

(signed) MOWBRAY S. NORTHCOTE.

HOW "MAUDE OF BAGHDAD" DIED.

Various accounts have been given, some of a somewhat melodramatic character, of the manner in which General Maude met his death. The true account, in a "Life" of the hero written by Major-General Sir C. E. Caldwell, seems to be that he had gone with Mrs. Egan, an American journalist (well known in Manila and Hongkong) to an entertainment got up by a Jewish school especially in his honour. "In the course of the proceedings coffee was brought for Mrs. Egan and her host. He took milk with it and she did not." The sequel was cholera and death, and from a historical and biographical point of view not the least pary of the misfortune was that his diary, during the last eighteen months of his life had to be destroyed for fear of infection.

MURDER OF A TRAVELLING TRADER.

JUDGMENT SUSPENDED

WITNESS FINED FOR NON-ATTENDANCE.

At the Supreme Court, yesterday, before the acting Chief Justice (Mr. H. E. J. Gompertz) the hearing was resumed in the case in which Lung Tai-sandan charged with the murder of a travelling trader.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) prosecuted, and Mr. F. C. Jenkin (instructed by Mr. F. E. Nash) defended.

The following was the jury:—Messrs. M. T. Johnstone, F. A. Chopard, W. H. Whitely, C. Edgcumbe, T. Oliphant, Chan Kue and S. Greenfield.

The prisoner's defence was that the murder was the result of a quarrel between travelling-traders and emigrant brokers and to substantiate that statement witnesses were called, who, however, denied seeing the fight.

WITNESS'S NON-ATTENDANCE.

One witness, Wong Sang, a caterer on the *On Lee*, was subpœnaed, but failed to attend the previous day and his arrest was ordered by the Chief Justice.

He was produced in court, yesterday, and the Usher said that he had served a notice of attendance on the man.

His Lordship: You were not here in Court, yesterday, although asked to do so.

Wong Sang: I thought that as some of my *fokis* were present it would be all right. As I was busy I went back to attend to my business.

His Lordship: Well, you ought to have been here to give evidence.

Mr. Jenkin: He was here yesterday morning.

His Lordship: Were you here yesterday morning?

Witness: Yes; I went away about 2 p.m. after the Court sat.

His Lordship: Did you ask the bailiff or the Police officers if you could go away?—

Witness: I did not know that I should have asked them before I left the Court.

His Lordship: It is a very serious matter. If you had not attended Court at all I should have felt it my duty to deal with you very severely. As it is, you had no right to leave and I fine you $10, and caution you.

Mr. Jenkin desired that the three witnesses he had subpœnaed should be asked to remain in Court till the proceedings were over and his Lordship made an order to that effect.

THE DEFENCE.

Lung Tai, the prisoner, in the witness-box, stated that he was a travelling trader. On the day of the murder he met deceased on the wharf. Deceased asked him if he was going back that day and he said "No." Prisoner, then asked deceased whether he had been to a certain Chinese doctor's house to see if he had any orders for the country and receiving a reply in the negative, offered to introduce him. On arrival at the yard of the house deceased preceded him. He then noticed three men coming in their direction from an opposite house and heard them say, "These are the two men."

He immediately ran away, warning deceased to run as well. He also called out to the doctor to "save life." Witness then ran to the Central Market and hid in a latrine for several hours, thinking that if the men attacked him he could obtain assistance from the market coolies. When he thought things had quietened down he went to the wharf and was arrested. He gave a wrong name as he did not know why he was arrested and was afraid of the three men who ran in their direction, as the men with whom deceased and he had quarrelled. They were immigrant brokers. When on the boat at Kongmoon there was a quarrel over some luggage, and the traders' *fokis* were assaulted. No one interfered at the time. Complaint was made to the compradore's department on board and two of the witnesses, who, they knew nothing about the matter, were present and arrested two of the traders. On the boat leaving for Hongkong, deceased gave mats to the immigrants to sleep on, but when the boat reached the wharf these were not returned. Witness and the other travelling traders refused to claim the mats and a fight ensued. The emigrant broker called out "Stop thief." The traders had the better of the fight, some of the crowd helped them. Witness and deceased were friends and had not seen each other for some time. When in the presence of deceased at the Police Station deceased said that he (the prisoner) had stabbed him. He denied it. He saw deceased in hospital [illegible]

He did not take much notice of what deceased was saying as the latter was suffering pain.

In cross-examination, prisoner said that the Indian guards on the ship did not take part in the fight. It was unfortunate that he was the only person who was able to speak about it.

Mr. Jenkin said that, in fairness to prisoner he wished to state that they had tried to get other witnesses to the incident but had not succeeded.

Prisoner further admitted that he never told anyone about the attack on himself and deceased by the three men on the day of the murder.

Mr. Jenkin, addressing the jury, said that the Attorney-General was sure to emphasise the subsequent conduct of the prisoner after the incident, and would ask them to come to a conclusion on it. There was, however, an entire absence of motive for the crime, although the Crown was setting up an interesting theory—that of robbery. Mr. Jenkin referred to the recent case at Home, known as the "Light or the Green bicycle murder case," and said that although the subsequent conduct of the prisoner in that case was damning, he had been acquitted. Counsel said he was putting up much the same line of defence regarding prisoner's subsequent conduct, and he submitted, that, as no motive had been proved, subsequent conduct could not be weighed against the prisoner. As regards the statement that the murder had been deliberately planned by prisoner, who had induced deceased to leave his baskets in a certain shop alongside of his own, he thought that if prisoner intended to rob deceased he would not have suggested placing the baskets in a shop where both were well-known, more so as the baskets bore their names. Mr. Jenkin deplored the inability of getting witnesses, stating that that was common enough in Chinese cases.

The Attorney-General said that the Crown put the motive for the murder as that of robbery, which was borne out by prisoner's subsequent conduct. It was stated in evidence that prisoner had lost money through gambling, which was a serious thing for a trader to do and had tried to borrow money from deceased. The motive was not one of business rivalry. The prisoner's story of the fight was not corroborated. Everyone had denied it. [illegible] mentioned the attack by the three men before. He submitted that prisoner committed the murder, the motive being robbery.

After the summing-up, the jury returned a verdict of "guilty."

His Lordship suspended judgment, pending the decision of a Full Court on the point raised by Mr. Jenkin as regards the admissibility of a dying deposition, when prisoner, it was alleged, was not given full opportunity to cross-examine deceased according to law.

REVOLVER STOLEN FROM STEAMER.

CREPT THROUGH PORT HOLE.

Two Chinese youths, aged 20 and 14, respectively, were charged before Mr. R. O. Hutchison, yesterday, at the instance of Sub-Inspector Ogg, of the Yaumati Police Station, with the theft of a revolver, the property of Mr. Van Der Werff, an engineer of the Dutch s.s. *Bazard*.

The Inspector said that a Chinese constable received information on Tuesday that the second defendant was trying to sell the revolver at Yaumati. He went out and arrested him. From information given him, the first defendant was arrested.

Asked what they had to say, the first defendant said that he knew nothing about the matter. The second defendant said that he was told by first defendant to go into the cabin and steal the revolver.

Inspector Ogg said that at the station, the second defendant said the first defendant gave him the revolver to sell. He refused to say where the first defendant got the weapon from, and it was not until Mr. Van Der Werff made a report that his cabin had been broken into during his absence and a revolver and two pipes stolen, that the Police discovered where the weapon had come from. The pipes did not form part of the charge because their loss was not discovered until yesterday.

The second defendant said that first defendant helped him through the port hole, and he stole the things.

First defendant: I did not help him to steal the things.

The Magistrate: But you admitted to the Magistrate yesterday that you helped him through the port hole, did you not?

Witness: I did.

Replying to the Magistrate, Inspector Ogg said that there was nothing known about the first defendant, but the second defendant had had two previous convictions for larceny. On the first occasion he got 12 strokes and on the other 14 days' hard labour. Both convictions were in the third month of this year, and were almost simultaneous.

The Magistrate convicted the defendants and passed sentence of six weeks' hard labour on the first defendant, and two weeks and eight strokes on the other.

COCAINE IN COURT.

CHINESE CHARGED WITH POSSESSION.

Inspector Willis of No. 7 Police Station charged two Chinese at the Magistracy, yesterday, with the unlawful possession of 33 grains of cocaine (or 140 official doses), and two syringes which were all found on the first floor of No. 4, Leung Yeo Fong.

The first defendant said that he knew nothing about the drug and syringes while the second defendant said he went to first defendant's house to buy some cocaine.

Sub-Inspector A. Clark who arrested the defendants, said he went to the house about 4 p.m. on Tuesday, in company with some Chinese detectives. In a rear cubicle on the first floor he found the defendants. The drug and syringes were on the floor. As soon as second defendant saw the police, he put one of the syringes in his pocket. First defendant was pointed out to him as the occupier of the cubicle. The Inspector said that he was convinced that second defendant had nothing to do with the matter. All he had against him was the fact that he hid one of the syringes.

The Magistrate (Mr. Hutchison) suggested that as second defendant had now admitted that he went to the house to buy cocaine, the Inspector might withdraw the charge against him, and use him as a witness for the prosecution. The Inspector agreed.

Evidence was then entered into against first defendant.

A Chinese constable deposed that he accompanied Inspector Clark to the house. When he entered the cubicle, he saw the first defendant with a syringe in his hand. He was injecting cocaine into the thigh of the second defendant.

Defendant: That is not true. Another man did the injecting. I was having my meal when the Police raided the cubicle.

Replying to the Magistrate, the constable said he was sure that it was the defendant who did the injecting.

Going into the witness-box, the second defendant, who said he was a rickshaw puller, deposed that he went to the house to buy cocaine.

One of defendant's *fokis* sold the drug to him. When the drug was handed to him, said witness, he himself injected it into his thigh. On the Police entering the cubicle he put the syringe in his pocket.

Defendant said that the witness bought the drug from a man surnamed Chiang who had since absconded.

After Inspector Clark had given evidence, the defendant was asked if he had anything more to say, and replied: "I think I had better not say any more."

The Magistrate enquired if there were anything known about the defendant, and Inspector Willis said that he had been convicted sometime ago for carrying the drug in the streets.

The Magistrate imposed a fine of $500, or three months' hard labour, and ordered the drug and syringes to be confiscated.

CHINESE NAVAL OFFICER ARRESTED.

"NOT A BAD CHARACTER."

A Chinese naval officer was arrested on Tuesday by the Police on a charge of keeping a sword without a permit. He was allowed bail. Yesterday when the case was called before Mr. N. L. Smith, a representative of the defendant appeared, and informed the Magistrate that the defendant had gone to Canton to get identification papers from the Naval Minister there. Unfortunately, the latter had left Canton for Swatow on the cruiser *Haiches*, and would not be back until the week-end. The Magistrate remarked that it was no use remanding, as he did not think that the defendant was a bad character. He discharged him.

LOTTERY TICKETS.

ORDERED TO BE DESTROYED.

A Chinese was charged before Mr. N. L. Smith with the unlawful possession of 26,000 *sanpiu* lottery tickets. He was arrested in Chinatown on Tuesday by a Chinese constable, and the tickets were found concealed in one of the five baskets he was carrying.

The Magistrate imposed a fine of $25, or in default one month's imprisonment with hard labour. The tickets were ordered to be destroyed.

The R.M.S. *Montcalm* arrived at Moji on August 23rd, left there the next day, and was due at Shimidzu to-day.

JAPANESE NAVAL YARDS BUSY.

COMPLETION OF PROGRAMME IN 1927.

All the naval dockyards in Japan are busy with preparations for the construction of a number of warships and submarines to be built under the naval programme which was passed by the special session of the Diet. It is expected that many orders will be placed with private shipyards, and this prospect is enlivening the shipbuilding industry which, together with shipping trade, has been greatly depressed as far as the construction of merchantmen is concerned.

Under the naval programme four battleships and as many battle-cruisers and many other auxiliary vessels, large and small, should be built by the end of the fiscal year 1927. This is difficult unless some of the work is delegated to private shipbuilders. At present the Kure naval dockyard is fitting out, the battleship *Nagato*, 33,800 tons, and is building the battle-cruiser *Akagi*, 30,000 tons. All the other naval dockyards at Sasebo, Yokosuka, and Maidzuru are busy either with the construction of new ships or with the repairing of old ones. They have not much capacity left, for the time being, to build many new ships, and moreover, the naval dockyards are rather short of hands. The fact is, says a Japan contemporary, that during the war boom in the carrying trade, the private shipbuilders took away many able workers from the naval dockyards by raising salaries. Since the peace slump set in, some private shipyards have dismissed a number of men, but they have retained the expert workers as far as possible. Further, there is now no order for the construction of new merchantmen, and the private shipbuilders are in a position to undertake naval orders. As a matter of fact, they look forward to them as a means of relieving their difficulties due to the depression of the shipping market.

"The naval dockyards are devoting as large a percentage of their capacity as possible to the construction of new warships," says an authority in the Navy Department, "but the progress of work is slow as the building capacity is limited and there is a shortage of workers. We must, of course, considerably rely on the private shipbuilders.

"Apart from the vessels to be built by the naval dockyards, two ships of intermediate size will be ordered from the private builders early next year, and after that orders will be given in succession. Not only the Kawasaki and the Mitsubishi Shipyards but the Uraga Dockyard, Yokohama Dockyard, Ishikawajima Shipyard, and Fuji-Nagata Shipyard are capable of building cruisers, destroyers, and special service boats. The last mentioned ships are duly to be built by the Osaka Ironworks.

"There is ample prospect for the completion of the naval programme within the stipulated time. As only a few ships are to be built in the first year, the naval plan may not be able to do much in the way of relieving unemployment, but it is believed that there will be sufficient work to keep all the present workers busy."

DISASTROUS LANDSLIDE.

ENTIRE JAPANESE VILLAGE BURIED.

A very disastrous "yama-tsunami," or crumbling of mountain-side, has been reported from Onatazawa, Ashigara Kami-gun, Kanagawa prefecture, near the source of the Sakawagawa, which runs into the sea at Odawara, resulting in the destruction of the whole village containing more than 100 dwellings. The heavy rain during the last few days, says the *Japan Advertiser* of August 8th, loosened the mountain-side under which the village nestled and an extensive landslide to the extent of several hundred yards has occurred, burying under the debris the entire village, containing 108 dwellings and several saw mills. Immediately on receipt of the report, a party of police officers with a band of about 200 rescuers left for the scene of the catastrophe. Up to yesterday morning only 10 bodies had been recovered, though more than 50 persons are missing and believed to be buried under the earth. Many of those who have been rescued are seriously injured.

SHIPMENT OF AMERICAN AEROPLANES.

HELD UP BY CUSTOMS IN SHANGHAI.

Because of an old-time Customs technicality which prohibits the importation of munitions of war in China, a number of aeroplanes imported by the North Western Trading Company are held up at the Customs, says the *Shanghai Gazette*.

An application for a special permit to land the aeroplanes for commercial use only has been made by U.S. Consul-General Cunningham and is now being taken up at Peking.

The matter is receiving serious consideration and the decision as to whether aeroplanes will be classed as commercial cargo or munitions of war is anxiously awaited by a number of firms.

Aeroplanes of other nationalities have been brought into China and a number of Americans are wondering if there is any reason for the discrimination on the part of the authorities.

Said a careful husband to his wife as he handed her a very soiled Treasury Note, "What should you say if I told you that this note is the bearer of 7,000 microbes, any of which may threaten you with serious infection?" Oh, don't be silly," was the frivolous reply.

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STRAW, FELT & VELOUR.

[39

NEW ADVERTISEMENTS

NOTICE.

PROF. DANENBERG will resume his Piano Lessons in October. [1374

NOTICE.

LANE, CRAWFORD & CO. beg to announce that they have just received a shipment of SADDLES and HARNESS suitable for China Ponies. [1375

NOTICE.

MRS. J. E. CROCKATT, Secretary of the Victoria Branch of the Hongkong Women's Guild and the Ministering Children's League, will be glad if members of her Branch and ladies wishing to become members will attend A MEETING at 17, Peak Road, on WEDNESDAY morning, SEPTEMBER 1st, at 11 o'clock. [1378

WANTED.

FROM early October, Four or Five-Roomed HOUSE in any locality. Satisfactory premium given for lease.
Apply— Box 1376,
Care of "Daily Press" Office. [1376

TO LET.

FROM 1st September, one large OFFICE ROOM, central, in business district.
Apply— Box 1377,
Care of "Daily Press" Office. [1377

WANTED.

AN ELECTRICAL or MARINE ENGINEER is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO., LTD., North Point. Apply in writing accompanied by details of experience and copies of testimonials to—
The Manager,
HONGKONG ELECTRIC CO., LTD.,
St. George's Buildings. [1354

WANTED.

WANTED position by an experienced Export man who is also well acquainted with Piecegoods and General Import. Able to correspond in the most important commercial languages: perfect knowledge of Chinese. Can bring good Foreign connections. No objection to outports.
Apply— Box 1355,
Care of "Daily Press" Office. [1355

BRITISH CONCESSION,
SHAMEEN-CANTON.

FOR SALE LOT No. 62, immediately behind the Russian Consulate, with an area of 12,545 square feet, measuring 90 x 104½ feet, frontage to creek which is adjacent to Western Exit leading to Coast Boats berths, Shamshui Railway and Grand Trunk Line to Hankow, now in construction.
Apply to—
HERBERT DENT & CO. [1371

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.
For particulars apply—
CARVALHO & COMPANY,
Machinery Department. [996

FOR SALE.

NO. 1, STEWART TERRACE, 87, The Peak.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings. 1281

BEAUTIFY YOUR HOME.

FLOWERS beautify and make attractive THE HOME is nothing else can do.

JUST RECEIVED NEW SUPPLY OF

SEEDS.

GRACA & CO.,
Dealers in
Seeds, Postage Stamps, Post Cards, &c.
No. 10, WYNDHAM STREET,
HONGKONG.
P.O. Box, 620. [60

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for Messrs. P. Q., AD. AK. AP.

WANTED.—Gentleman possessing HOUSE on Peak (Barker Rd. level) from October 1st, desires companion to share expenses for about 6 weeks. Box AQ, *Daily Press* Office.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE CERTIFICATE No. 1004 for one silver share No. 100 now converted into 5 gold shares in this Society standing in the name of GEORGE BARTON ALDERSON of Alexandria has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect and a certificate for the 5 gold shares will be issued in its stead by the Society.
PAUL LAUDER,
for General Manager.
Hongkong, August 14th, 1920. 1336

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2322.

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURES.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2322.

FAVOURED with instructions from The Concerned will sell by Public Auction on THURSDAY, August 26th, 1920, at 2.15 P.M., at his Sales Room.

One Harley Davidson, 2 Cylinder, Magneto type Motor Cycle in good Order and Condition, fitted with Horn, Tools, Lamp and other Accessories.

One Indian, 2 Cylinder Magneto type Motor Cycle with Side Car attached, in good working order.

Both above machines are selling owing to the owner leaving the Colony.

TERMS:—Cash on Delivery.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"KUMSANG"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Aug. 27th will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, August 21st, 1920. [1363

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

FROM HAMBURG, AMSTERDAM, GENOA and STRAITS.

THE Steamship
"BAARN"
having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st Aug., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 30th Aug., at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN,
General Agents.
Hongkong, August 24th, 1920. 1372

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship
"CARNARVONSHIRE"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Aug., 30th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Aug., 30th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, August 22nd, 1920. 1364

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"ACHILLES"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after August 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Aug. 28th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Sept. 11th, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 22nd, 1920. [1363

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"MENTOR"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Aug. 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Aug., 28th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Sept. 11th, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 22nd, 1920. [1359

NOTICE TO CONSIGNEES

SS. "WEST HIKA" VOY. 2—OUT.

FROM LOS ANGELES, via HONOLULU JAPAN PORTS and SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on August 30th.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after Aug. 30th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

LOS ANGELES PACIFIC NAVIGATION COMPANY,
As Operators, U.S. Shipping Board.
Hongkong, August 23rd, 1920. 1340

SEAMEN'S INSTITUTE.

312 PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories. Motor Launch "Daysprings."

INTIMATION

WATSON'S

effervescing

LIVER SALTS

taken in the morning will quickly relieve that slight derangement and impart a feeling of health, vigour and exhilaration.

A pleasant, refreshing and cooling drink.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

TELEPHONE 16.

MARRIAGE.

TAYLOR—WHITE.—At the Union Church, Hongkong, on August 25th, 1920, by the Rev. G. J. Williams, ROBERT, son of Mr. and Mrs. R. Taylor, Port Glasgow, to AGNES LOUISA, daughter of Mr. and Mrs. D. White, Cardross, Scotland. [1373

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 26TH, 1920.

THE GUN THAT ENRAGED FRANCE.

GRADUALLY the secrets of the war are leaking out in memoirs, biographies and official publications. There is now no reason why almost anything should not be made known. We feel sure that it is a good thing to have available any details which will make not only this generation, but posterity, realise what a horrible crime against humanity the whole ghastly business of the war really was. One of the things which the practical Briton finds most difficult to understand about the German conduct of the war is what we call "playing to the gallery." The German leaders spent a great deal of time and energy on that sort of work. Whether they wanted to cheer up the flagging spirits of their own people, or whether they thought that such antics really would strike terror into the hearts of their enemies it is difficult to say. At times they behaved almost like the Chinese with their paper tigers to frighten their enemies. Probably, with their mania for thinking about human psychology, they believed that they would accomplish both results at once. So far as the supreme effort of the long-range gun which bombarded Paris is concerned, they probably delighted the people in Berlin; but they only enraged the Parisians. The details of the gun were always more or less of a mystery, but quite recently Colonel MILLER, of the United States Army, has published a certain description of this engine of destruction. Although primarily of interest to those who know all about artillery, the Colonel's contribution to the general knowledge on the subject is plain enough to prove what was always suspected. The game was not worth the candle. In other words, unless it really was essential to hearten Berlin, the gun-makers of Germany would have been, from their country's point of view, much better employed in building the usual sort of ordnance. We now learn that the Germans constructed seven of these extraordinary guns. The bombardment of Paris commenced in March 1918 and at first it was difficult to determine where the projectiles came from. But such modern appliances as the telephone and the aeroplane quickly cleared up that mystery. The bombardments were carried out methodically. Colonel MILLER is apparently convinced that the probable life of each gun was not more than fifty rounds. General LUDENDORFF in his book, published since the Armistice, refers to these guns. He writes: "During the battle we had commenced bombarding Paris from near Laon with a gun having a range of 75 miles. This gun was a marvellous product of technical skill and science; a masterpiece of the firm of KRUPP and its director, RAUSENBERGER. The bombardment made a great impression on Paris and on all France." LUDENDORFF was wrong about the "masterpiece," but right about Paris; the gun did make an impression on Paris, it made everyone very angry, and alarmed but few. The Allies quickly realised that the gun had no real military value and they saw that some useless destruction of famous buildings might easily take place, as if by accident. For at the range the objective was the city, and no particular edifice. It now transpires that, even before the war, the experts of the Allies had carefully considered this question of long-range guns. When hostilities had commenced the matter was again thought over. The French and the British Governments actually began the construction of these long-range guns, some of which have been finished; but no expert of the Allies apparently looked for any real military help from such ordnance. The Germans no doubt thought the gun very wonderful, although the American expert thinks the details of it very ordinary and very much as was expected. But although, after the armistice, the Germans would discuss almost any other military matter they kept everything about this gun as a great secret. Finally some American officers are said to have been almost disappointed. The projectile had to mount to a height of about twenty-four miles in the air in order to carry 76 miles. The muzzle velocity was about 5,000 feet per second, or, as roughly, sixty miles a minute. The Germans elevated the gun to an angle of fifty-five degrees although it has generally been supposed that nothing was to be gained by increasing the elevation more than forty-five degrees. All the details that we obtain of these German inventions and devices show that the Military leaders greatly exaggerated their value. Whether they did this wilfully or in ignorance is sometimes difficult to discover. But that they had an almost pathetic belief that the German scientists would finally produce some device that would prove of enormous advantage to them is beyond doubt. It was another case of the wish being father to the thought. The more we learn about German scientific work the more are we inclined to believe that, not only the Germans themselves, but the rest of the world greatly over-estimated its value.

The typhoon over the North China Sea was reported from the Manila Observatory, yesterday, to be moving West.

It appears that there is a big demand for junks at Canton to carry troops to Swatow. Many have been requisitioned by the Government.

There will be another Organ Recital with a popular programme in St. John's Cathedral on Monday week, September 6th, at 9.15 p.m. by Mr. Denman Fuller.

Capt. F. T. Wheeler has been appointed Vice-President of the Kowloon Residents' Association in place of Mr. J. Oram Sheppard, who is shortly going on leave.

Manila is planning to send 100 Filipino athletes to the Far Eastern Olympiad proposed to be held at Shanghai next year, and the Council of State has been asked for an appropriation of P.50,000 to cover expenses.

A wooden steamer which was built in Japan in 1917 at a cost of yen 320,000, has recently been sold for yen 28,000. The ship is the *Taiky. Maru*, 900, which belonged before the recent sale to the Uchida Kisen Kaisha.

The attention of ladies is directed to an advertisement appearing in another column, in connection with the Victoria Branch of the Hongkong Women's Guild and the Ministering Children's League.

Dr. Sun Yat-sen has appointed Mr. George Chien Hsu as his personal representative at the League of Nations. Mr. Hsu was former Minister of Justice. It is understood that Mr. Hsu is shortly to proceed to America.

Mr. D. Siffert, Consul-General for Belgium and Senior Consul at Shanghai, is to be the guest of honour at several official dinners given by Chinese officials and organisations on the eve of his retirement from active service.

The Shanghai Municipal Police are offering a reward of $3,000 for information leading to the arrest and conviction of the author and publisher of the anonymous leaflet printed in Chinese which have recently been circulated in the International Settlement advocating a boycott of nine Chinese Banks.

The North Borneo wireless installation is nothing if not up to date, says *B.N.B. Herald*. Four sets of a recently invented valve amplifier have been ordered, and are being shipped very shortly. Their effect is to increase the range of stations, and it is anticipated that the extent of the increase will be at least 50 per cent.

From our Canton contemporary we learn that "a strict watch" is being kept at Canton on the steamers arriving from Hongkong, and that "hereafter all passengers from that Colony will be carefully searched." This, apparently, is in connection with the military situation. There has been much talk recently of the prevalence of "revolutionists" in the province.

Mr. Ricou's hydroplane at Shanghai might have been badly damaged but for the foresight of a European sergeant of the River Police, writes an eyewitness to the *N.-C. Daily News*. Seeing the "plane being driven by the fresh breeze on to the launch towing it, the sergeant promptly made his launch fast astern of the hydroplane and with stopped engines made an effective break for her.

Mr. [illegible] P. Wilder, at one time U. S. Consul-General in Hongkong and who subsequently held the post of United States Consul-General at Shanghai, from which he retired in 1914, has accepted a position as assistant editor of the "New Haven (Conn.) Journal-Courier." Mr. Wilder was secretary of the Yale Mission in China, the headquarters of which organization was at New Haven. Mr. Wilder is known as a writer of ability and as an accomplished after-dinner speaker.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

MARTIAL LAW AT PEKING REVOKED.

PEKING, August 21st.

Martial law, ordered by General Tuan Chi-kwei on July 13th was revoked by the Chief of the Gendarmerie yesterday as being contrary to the laws of China.

THE PARLIAMENT.

PEKING, August 21st.

Parliament adjourns on the 31st inst.

[BY COURTESY OF THE "CHINA MAIL."]

FLIGHT TO AUSTRALIA.

MILLER AND McINTOSH ARRIVE IN SYDNEY.

SINGAPORE, August 25th.

Lieutenants Parer and McIntosh arrived at Sydney on Wednesday.

THE ROYAL AIR FORCE MEMORIAL.

In response to the appeal made in our columns yesterday by the Hon. Mr. P. H. Holyoak, as Chairman of the Hongkong Aero Club, in aid of the Fund being raised at Home for a memorial to the men of the Royal Air Force who fell in the War, we have received a subscription of $10 from Mr. Geoffrey S. Archbutt.

We shall be pleased to receive and acknowledge any further subscriptions to the Fund that may be sent to us.

"Yes, sir," said the oldest inhabitant of the village, the sexton, "I have heard every sermon which has been preached in this church for five and fifty years, and thank God, I'm a Christian still."

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FUTURE OF EGYPT.

AGREEMENT BETWEEN MILNER AND EGYPTIAN MISSIONS.

LONDON, August 22nd.

The *Times* publishes a summary of the agreement reached in London between the Milner Mission and the Egyptian Mission headed by Zaghlul Pasha, whereby Great Britain recognises the independence of Egypt and guarantees Egypt's integrity against outside aggression, and Egypt recognises Great Britain's privileged position in the Valley of the Nile and agrees, in case of war, to give Great Britain every facility of access through Egyptian territory.

Great Britain maintains a garrison in the Canal Zone, most probably based on Kantara.

Egypt regains control of foreign relations, subject to her not making treaties at variance with British policy, and Egypt will have the right to have its own diplomatic representatives abroad.

The Capitulations will be abolished. The veto in legislation affecting foreigners will be vested in the High Commissioner. The Adviserships in the different Ministries will be abolished, but a British official will be appointed to take over and carry out the operations of the Public Debt Commission. Another British official will look after legislation affecting foreigners. Their advice will be available to the Egyptian Government.

The rights of British officials will be safeguarded. Any whose services are dispensed with or who are wishing to resign will be generously compensated. All British officials, retained or appointed in the future, will be responsible to the Egyptian heads of the respective departments.

The final agreement which will be negotiated between the representatives of the two Governments will be submitted to the British and the Egyptian Parliaments. Probably, the latter will be asked to pass an organic law embodying the new agreement and laying down the future Constitution as regards the relative responsibilities of the Ministers and the Sovereign. The final details will be worked out in a treaty of alliance which will be negotiated as soon as the Egyptian Mission report that local opinion in Egypt favours an agreement on these lines.

SEVEN POLICEMEN KILLED.

WEEK-END TOLL OF SINN FEINISM.

LONDON, August 23rd.

Altogether seven policemen were murdered in Ireland during the week-end, making a total of 65 since the beginning of the year. The assassins of Swanzy were armed with Service rifles. Bystanders who tried to arrest him had a narrow escape. Swanzy was walking with his mother and sister, but fell at the first shot, and then he was riddled with bullets. Angry crowds later looted and burned several Catholic buildings, despite the efforts of the Police and the Ulster Volunteers.

EARLIER CABLES.

SERIES OF ATTACKS ON POLICE.

LONDON, August 22nd.

There has been a series of attacks during the week-end on the Police in Ireland. District Inspector Swanzy was shot dead at Lisbarn, Ulster, when leaving church, by five men who escaped in a motor-car. Inspector Swanzy was stationed at Cork and his name was frequently mentioned at the inquest on the Lord Mayor MacCurtain.

Sergeant Craddock in Dublin, Sergeant Maunsell at Macroom and Constable Chanlon, in the street of Kilrush, were all shot dead on the night of August 21st.

HELP FOR HOSPITALS.

A GRANT OF £700,000.

The National Relief Fund has decided to appropriate £700,000 towards meeting the outstanding liabilities of voluntary hospitals in the United Kingdom, incurred as a result of the war. The Fund will be wound up shortly.

LATEST CABLES.

EARTHQUAKE IN CHILE.

SEVERAL TOWNS DAMAGED.

SANTIAGO (Chile), August 22nd.

An earthquake has occurred here and between here and the Chilean Conception several towns have been damaged. No deaths are reported.

LISBON SENSATION.

COUNT SHOT DEAD IN STREET.

LISBON, August 22nd.

A sensation has been caused here by the shooting dead in the street of Count Villar by Colonel Vieira Rocha, Director of the Gunpowder Factory. The latter's wife, who was accompanying Count Villar, was wounded. The lady was instituting divorce proceedings on the ground of cruelty.

EARLIER CABLES.

SYRIAL UPHEAVAL.

PREMIER AND MINISTER ASSASSINATED.

PARIS, August 22nd.

A telegram from Haifa says that the Premier of the Provisional Syrian Government and another Minister have been assassinated at Damascus.

It appears that the Syrian Ministers who were in a train were bound for Dorsa when they were attacked by armed bands. The Premier and the President of the State Council, and two Senegalese soldiers were killed. The luggage and mails were pillaged. The train eventually reached Haifa.

THE OLYMPIC GAMES.

WORLD'S MARATHON RECORD BROKEN.

ANTWERP, August 22nd.

Kohlemainen (Finland) broke the world's Marathon record, his time being 2 hours, 32 minutes, 35 4-5 seconds. Loisman (Esthonia) was second, a hundred metres behind. There were forty-seven starters. Valeria (Italy) was third and the other competitors included:—Broos (Belgium), Dumkowsky (Finland), Sofus (Denmark), Leroy (America), Hansen (Denmark), Tallgren (Finland), Tsiu (Finland), Linder (America), Mellor (America), Mills (England) and Kanokuru (Japan).

The 3,000 Metre Team Race was won by America, England being second.

KATTOWITZ CANARD.

BERLIN ISSUES DENIAL.

BERLIN, August 22nd.

There is no truth in the report regarding the entry of Poles into Kattowitz.

According to the *Deutsche Allgemeine Zeitung* Russian troops at various points crossed the German frontier, for example at Janovo, where a brigade staff of ten officers and ten men entered German territory. The disarming and internment of such troops are proceeding without incident.

POLES AT KATTOWITZ!

BERLIN, August 21st.

The troubles in Upper Silesia culminated, according to the *Berliner Tageblatt's* Breslau correspondent, in the Poles entering Kattowitz this afternoon. The German inhabitants are reported to be fleeing. The Poles previously lodged a series of demands arising from the anti-Polish demonstrations in Upper Silesia which resulted in serious excesses.

GERMAN OUTRAGE IN SILESIA.

ALLIED SOLDIERS ROBBED AND DETAINED.

LONDON, August 22nd.

A Polish account of the disturbances in Silesia reports that a train transporting British and French officers and soldiers, as well as food supplies, to Memel, on arriving at Pila was attacked by a mob of from 2,000 to 3,000 Germans, who rushed the soldiers and robbed them of watches, rings and valuables. They detained fifteen French soldiers as hostages.

The train was composed of 30 cars, but the Germans only returned seven empty carriages to their Allied Mission, having pilfered all the food and uniforms.

THE MINSK CONFERENCE.

POLISH AND RUSSIAN TERMS.

LONDON, August 21st.

A Moscow wireless message to-day reporting the second session of the Minsk Conference says that the Poles read a declaration demanding complete and inviolable independence, and non-interference in internal affairs.

M. Danishevsky then read the Russian terms, including the crucial demand of the establishment of a Militia of workers which shall be armed by the Russian and the Ukranian Governments. M. Danishevsky proposed that the Poles' Delegation should obtain a supplementary authorisation to negotiate peace with the Ukraine, which, also, was an independent republic allied with Russia.

The belief here is that the Polish delegates at Minsk have been prevented from communicating with Warsaw and *vice versa*, therefore they are ignorant of the Polish victories.

GREAT POLISH VICTORIES.

WARSAW, August 21st.

The Poles have reached the River Bug, capturing great booty, and cutting the Bolshevik forces in half. The Poles are now concentrating upon the capture of the Red forces in the "Dantzig Corridor." The fact that operations are now localised to the two extremities of the line demonstrates the importance of the Polish victory.

CAPTURE OF BREST LITOVSK.

BERLIN, August 21st.

A message from Warsaw says that the Poles have captured Brest Litovsk. It adds that three Bolshevist Divisions were annihilated in the operations around Warsaw.

PARIS, August 21st.

Le Matin, confirming the capture of Brest Litovsk, states that six Red Divisions were surrounded between Siedlce and Brest Litovsk, representing 30,000 to 40,000 men. The Bolshevist Headquarters have been transferred to Smolensk.

A DISORDERLY RETREAT.

WARSAW, August 21st.

An earlier official message says that the Poles have attained the left bank of the Bug below Brest Litovsk and their right wing has reached the southern forts of Brest Litovsk. The Bolshevik field forces are reported to be retreating in most disorderly fashion and communications with the garrison have been practically cut on all sides.

RED ARMY CUT IN HALF.

LONDON, August 22nd.

A further great advance is indicated by Reuter's Berlin correspondent who says that the Poles have reached Mlawa, sixty miles north of Warsaw, the line thence running north to Prezasnysz and south to Ostrolenka on the Narew. Portions of the Fourth Red Army continue to enter German territory, and 1,500 have already been disarmed.

The Polish centre is approaching the railway at Ostrolenka to Bialystock and has crossed the river near Brianek, eighty miles north-east of Warsaw. The Poles have now cut the Red Army in half and are concentrating upon capturing the Red forces in the "Dantzig Corridor." Great booty has been seized.

AMERICA AGREES WITH FRANCE.

PARIS, August 21st.

A Havas message says:—

The American Ambassador called at the French Foreign Office yesterday, and, in conversation with M. Paleologue, expressed the satisfaction of the United States Government regarding France's attitude towards Poland.

M. Millerand has telegraphed to M. Jusserand in Warsaw, asking him to transmit to Marshal Pilsudski the French Government's congratulations on the Polish victory.

Regarding the appointment of a French diplomatic representative to General Wrangel's Government, it is understood that this matter will be settled on M. Millerand's return from the French battlefields.

REDS' VAIN APPEAL TO GERMANS.

BERLIN, August 22nd.

Before the Russians evacuated Baldau they requested German troops to support them in defence of the town. The request was refused.

A Berlin newspaper states that six British warships, including two cruisers, are at Dantzig, and also one French cruiser.

COMMANDER-IN-CHIEF IN INDIA.

SIR HENRY RAWLINSON APPOINTED.

LONDON, August 21st.

General Sir Henry Rawlinson succeeds General Sir Charles Monro as Commander-in-Chief in India.

OUR LONDON LETTER.

ANGLO-JAPANESE TREATY AND THE LEAGUE OF NATIONS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 22nd.

A great many alarmist rumours have been in circulation respecting the health of Queen Alexandra, and they have been persisted in, despite semi-official statements that they were baseless. The Queen-Dowager is suffering from a serious affection of one eye, which compels her to wear dark glasses, but otherwise her health is quite good. Her appearance at Roehampton a few days ago on the occasion of the polo match in which the King of Spain took part gave great pleasure. Incidentally, it disproved what has been said with regard to her condition.

The King and Queen of Spain are thoroughly enjoying their present visit to London, and are being entertained almost nightly. They make no secret of the fact that their annual holiday over here is an exceedingly welcome escape from the rigid etiquette and formalities still observed at the Spanish Court. In the mornings they may be seen shopping in Bond Street or the neighbourhood; the afternoons are devoted to paying social calls; and there is usually a dinner party at night where they are the honoured guest. The Spanish Royalties are, as usual, staying at the Ritz Hotel, and when they are not entertaining they take their meals in the restaurant at a small table, members of their suite being seated near at another table. Both King Alfonso and his consort are immensely popular with the London public.

KING GEORGE'S HOLIDAY.

According to present arrangements, the King and Queen propose to leave London for Balmoral about the middle of August, and they will remain in the Highlands for a couple of months. Grouse shooting and deer stalking will take place almost daily, and the Duke of York and Prince Henry will be present at these sporting excursions on the moors. Their Majesties have promised to attend the famous Braemar Gathering on September 9th, when those games will take place in the Princess Royal Park, which is situated on a wooded table-land 1,200 feet above sea-level.

THE ANGLO-JAPANESE TREATY.

I learn that, in quarters interested in Far Eastern affairs, great importance is attached to the formal recognition by Great Britain and Japan of the authority of the League of Nations to revise the Anglo-Japanese Treaty in the event of its being renewed. Coming after the Aaland Islands question, which was referred to the League, it seems fairly evident that there is a serious disposition to make use of the latter in treaty-making. The old Treaty has been an important instrument in the past during the period in which it was operative—but your readers do not need to be reminded that times have changed. New factors have arisen with tremendous bearing upon world politics than were never dreamt of when the old Treaty was signed.

Under Article 18 of the Covenant of the League, registration of a Treaty must be made and the terms published, and no Treaty shall be binding until this is done. Article 20 requires the high contracting parties to wipe out all understandings in the past which are inconsistent with the terms of the Covenant.

It would, of course, be impolitic to discuss the proposed new Treaty, but it may be presumed that this country and Japan will remodel the Treaty so as to make its provisions consistent with the principles of the League. It will then be forwarded to the Secretariat of the League for registration, and examination as to its terms. If it conforms to the Covenant, it will be registered and published; if not, it will be referred to the permanent Court of Justice which is now being established at the Hague to deal with such questions from the standpoint of international law.

LEAGUE OF NATIONS CAMPAIGN.

Apropos the League of Nations, in a recent letter I mentioned that Lord Robert Cecil is devoting himself to this great purpose. A campaign in favour of the League is being conducted steadily in the country, and next Autumn, I hear, an effort will be made to enlist the support of Lancashire on the side of the League. One hundred thousand pounds is being asked from the cotton industry for propaganda, for which a million sterling is required. A circular, which I have received, says "Manchester is in commercial touch with every country on earth and no city has better knowledge of the supreme value of good-will in all international policy. . . . It is hoped through Lancashire to awaken the world to a realisation of the value of the League in the sacred cause of peace."

RAILWAY FARES.

It is rather curious that the announcement that railway fares are to be raised still higher, bringing them 150 to 100 per cent above the pre-war rates, should be made in the holiday season. It gives the enemies of the present Government a handy stick with which to belabour Sir Eric Geddes, Minister of Transport, and the whole Cabinet. Was it by design or mere inadvertence that the date of the increase was fixed for the August Bank holiday? Anyway, the storm of indignant protest which has been aroused has already induced the authorities to postpone the evil day. The matter is a good example of stupid bungling—the raising of a clamour over a lottery which could very well have been avoided.

Higher railway fares represent the price the public must pay for the additions already made to the wages of railwaymen, enhanced prices of coal and other working expenses. In spite of the fact that passengers are paying 50 per cent. more than they did in 1914, and that goods freights are higher, the estimated loss on working the railways in the current financial year on existing charges is over 50 millions sterling. The obvious course under Government control of railways is to raise fares and make goods pay by paring the extra cost to the goods.

(Continued at foot of next column)

IMPERIAL WAR FAMINE APPEAL.

THE TRAGEDY OF EASTERN EUROPE.

We have received from the Colonial Secretary a copy of a circular dispatch received from the Secretary of State for the Colonies forwarding an appeal on behalf of the Imperial War Famine Fund. Lord Milner's despatch asks for publicity to be given to the appeal, which is contained in a number of printed pamphlets and the following covering letter from Lord Richard Cavendish:—

Fishmongers' Hall,
London Bridge,
London, E.C. 4.
12th June, 1920.

To His Excellency, THE GOVERNOR,

YOUR EXCELLENCY,—I write on behalf of the Executive Council of the British National Appeal Committee of the above Fund to ask you to give the enclosed appeal your very careful consideration.

The appeal is made with the full concurrence of the British Red Cross and Order of St. John, and represents, in fact, the British effort in pursuance of the resolutions as to international distress, which were passed by the Conference of the League of Red Cross Societies held recently at Geneva. Relief will be administered in the different countries by Red Cross workers in conjunction with the workers of approved agencies, and effective distribution will be ensured.

The latest information in our hands goes to show the extreme urgency of the need in the distressed countries, and that the situation instead of improving is likely to become worse during next winter than it was in the last. The condition of affairs has been well summed up by Mr. H. P. Davison, Chairman of the Board of Governors of the American Red Cross, who reported on May 17th as follows:—"One of the most terrible tragedies in history is being enacted in Eastern Europe between the Baltic, the Black and Adriatic seas. Authentic reports show that civilization has broken down there."

The signatories to the appeal in this country are, as you will see, fully representative of the public and official life of the country. It is being launched on the widest possible scale, commencing with a private meeting of many of the big city men at the Mansion House, which was addressed by Mr. Arthur Balfour and Sir Arthur Stanley, the latter on behalf of the British Red Cross. The meeting was designed to bring before the City of London the wider Imperial and International issues of the appeal, and to secure in that way a lead to the people of this country commensurate with the seriousness of the problem.

The appeal is being communicated to the Governors General of the Dominions. In expressing to you the hope of this Council that you may see your way to open at once a Branch of the Fund, I should like to urge that any such demonstration as already planned on the part of Great Britain will be doubly arresting and impressive if it is shared to the full by all the peoples of the Empire. It is suggested that the appeal presents a cause which would further cement the moral union of the Empire during those great days of the War, and might well kindle the Empire from end to end. With our traditional kindliness and sportsmanship, no true Briton can be hard on the man who is down, or be deaf to the cry of suffering women and children. It goes without saying that the peoples of the broken nations (many of them our own Allies) would be deeply touched by such an unreckoning proof of goodwill, and, given an effort worthy of the greatness of the Empire, its memory might easily remain an outstanding fact in history.

The British Red Cross has placed its organization at the disposal of the Fund, and I feel sure you would obtain valuable assistance in any appeal you may make from the Red Cross workers in your area.

I am enclosing specimen copies of the first pamphlets which we have issued. We are expecting shortly to get out further literature, including a regular bulletin of information, copies of which will be forwarded to you in due course. We are hoping to rely for our information mainly, if not entirely, on British official sources, as it is believed that this carries greatest weight with our own people.—I have the honour to remain, yours faithfully,

RICHARD CAVENDISH,
Chairman of Executive Council.

THE PROBLEM.

The Fund has the approval of existing Relief Agencies, and aims at promoting the widest appeal to the people of the Empire, and co-ordinating and stimulating the work of approved Societies.

A great part of Europe and Asia is at present suffering from starvation and disease, and whole populations are physically and morally exhausted by the War.

Sir William Goode, British Director of Relief, writing under date May 10th, says:—

"The misery of Southern and Eastern Europe has become so much part of daily life that those who suffer have almost ceased to complain. Cumulative hardship and lack of nourishment have produced a despair none the less pitiful because it is nearly inarticulate. A humanitarian link is now being forged in Paris between the Allied and Associated Powers, and those Powers who remained neutral during the war, in order to provide the more destitute countries with just enough food to avert starvation, and with some raw materials. This attempt to breathe life into otherwise inanimate countries cannot of itself restore individual initiative or assuage individual suffering. Credits by Governments to Governments are necessarily impersonal. In a crisis such as this there must be behind the impersonal a living, breathing spirit of individual humanitarianism which will bring home to the peoples now in despair the conviction that we do not regard them merely as pawns on a chess-board of inevitable sacrifice. This individual humanitarianism, so it seems to me, can only be achieved and visualised by an organisation such as The Imperial War Relief Fund, whose object is to consolidate effort and increase efficiency of administration without transmuting a message of mercy into an official formula.

"In Eastern and Central Europe there are to-day hundreds of thousands of children coming into the world and quickly going out of it, without the chance and care that is given to an English dog. There are thousands of men and women lying in pain without bandages and without sheets, without drugs for their agony, and unable to buy or beg the simple comforts of an English workhouse. All Europe is threatened with the scourge of typhus. Unless effective steps are taken at once, not only by united Government action but by the united efforts of voluntary workers, this disease may ultimately dig more graves than the war.

"Next winter there will be a food shortage in practically every country in Europe. The countries most wretched to-day will suffer most bitterly when the snow begins to fall. Clothing, medical supplies, medical comforts, and all those nourishing foods which mean so much to mother and child, but which cannot be included in the supplies furnished by the various Governments, should be sent at once. Do not let it be thought that it is merely a question of next winter. To-day, in Austria and other countries, continued under-feeding threatens an outbreak of summer scurvy. There are children in some of the towns in Austria that have never seen fresh milk. Then too, is the immediate misery of the middle-classes. Two days ago an Austrian official told me he had received a message from one of the most prominent judges in Vienna asking him for a pair of boots. It did not matter *how* old they were. The judge was too poor to buy boots. The cost of boots, clothing, and the other necessities of everyday life have risen to such an extent that professional men have to beg from their friends for clothes.

"Higher education is practically at a standstill. Depreciated exchange makes it impossible for the Universities to buy text-books produced in other countries, or to pay the living wage for a workman to professors who have been the recognised authorities of Europe.

"A British naval officer has been in charge of the Relief Mission in Budapest for many months. He now has to take up other duties, and under date of May 1st he writes to me as follows:—

"One final appeal, and my last, for the kiddies. Do get a credit for, say, even twenty thousand sterling for cocoa and the same for dried milk. The poor little things are heart-rending to see now, and to think that all their life will be warped and distorted by want of such a small quantity of the right food now.

"That, so it seems to me, epitomizes the spirit of Drake and Nelson, and of all the men who have fought successfully to make Britain great."

Voluntary relief, however generous, cannot reconstruct Europe, yet it can come immediately to the rescue of lives, which must otherwise be lost before the machinery of reconstruction comes into play.

We appeal to the traditional generosity of our countrymen throughout the world to aid these unfortunate people in their hour of dire need.

Money is needed in very large sums. Clothes and materials are needed in large quantity. Food, especially milk and fats, is needed in bulk.

The British Government pay a grant of £1 for every £1 expended on relief in most countries, and for every pound's worth of goods collected.

Money may be earmarked for any special fund, for any special country, or for the relief of children only. Money and stores not so allocated will be distributed at once according to the need through approved agencies. It is intended to allocate all money earmarked for the relief of children only to the "Save the Children Fund," which is co-operating in this appeal, while preserving its separate organisation and issuing its own appeals.

Cheques should be made payable to the Imperial War Relief Fund, crossed Messrs. Baring Bros. & Co., Limited, and sent to

THE HON. CHAS. HANBURY,
Hon. Treasurer,
Imperial War Relief Fund,
Fishmongers' Hall,
London, E.C. 4.

LOOKING AHEAD.

The question is whether the limit has not already been reached in the matter of increased railway fares, at all events so far as pleasure travelling is concerned. People must, of course, continue to use railways for long distance journeys and for business, but a new and serious rival to the railways has arisen in the motor charà-banc and the motor-bus. In all parts of England these vehicles (especially the former) are on the roads, not singly but in thousands. Pleasure-seekers, having been denied excursion trains at special fares, are using charà-bancs instead, the cost being no more than ordinary rail fares, and in some cases considerably less.

To meet the new form of competition, the railway authorities, except to charge less than heretofore, but, as I have already remarked, the policy is to charge more, until we have arrived at a stage when it costs a man over £30 in third-class railway fares to take himself, his wife, and a couple of children from London for a holiday in Cornwall or Devon.

On a wider survey, it will be seen that we are at the beginning of a new era in travel, as great and revolutionary as that which took place when the railways superseded the stage coach. Motor-driven vehicles are breaking the public habit upon the streets in the same way as the railways broke the habit of travelling by road. The old-time coaching inns are discovering new life and fortune. While the railways are empty, the roads are full of motor-cars, and this development is, as yet, only in its infancy.

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PAID IN HIS OWN COIN.

A CHINESE MISSIONARY STORY.

Mr. Li was preaching at a fair in Tai Hsien and was getting a good hearing from a large crowd of men, when a smart young fellow, probably a student of the Government school, pushed his way through the crowd and accosted the preacher.

"May I ask your honourable name?"

"You flatter me, Sir. My humble name is Li," answered the preacher.

"You are a Chinese, are you not?"

"Yes, I am," said Mr. Li.

"And your father was a Chinese?"

"Yes, he was."

"You have always lived in China?"

Mr. Li said he had.

"You eat Chinese food and live in a Chinese house?"

"Yes."

"Well, if all this is true, and you are really a Chinese, how is it that you are preaching a foreign religion?"

This was all quite unexpected, and Mr. Li for a moment was at a loss to know how to answer. While he hesitated, the young man turned to go, and the crowd who had been listening so earnestly were now beginning to smile, all quite ready to enjoy the joke at the expense of the preacher.

But Mr. Li recovered himself in time and stopped the young man before he got away, and he asked him the same questions as the young man had put to him. The young man answered quite agreeably, not anticipating the turn Mr. Li was going to give to the joke.

"Well, if all this is true," said Mr. Li, "and you are really a Chinese, how is it that you have on a foreign coat and hat, and that you are wearing foreign shoes and smoking a foreign cigarette?"

The crowd saw the joke at once and laughed heartily. The young man slipped away as quickly as he could, and Mr. Li went on preaching his foreign religion with increased earnestness, while the crowd which had now grown considerably larger listened with better interest than ever.—*Hoasan Messenger.*

FINGER-PRINTS.

Since the introduction of the finger-print system at New Scotland Yard in 1901 over 100,000 identifications of criminals have been made.

Each of these identifications has taken only a few minutes to complete, and no mistake has been made. The finger-print system is infallible.

If there had been the least doubt about Toplis's identification the prints of his dead fingers would have removed it.

Before this wonderful system, with its simple classification perfected by Sir Edward Henry, late Commissioner of Police, was introduced, the police had to rely on their own recollection of criminals' faces or on photographs. Much valuable time was lost, and mistakes were inevitable.

Nowadays, instead of prisoners being paraded for detectives from all over London to see them, their finger-prints are recorded and every previously convicted man can be at once identified from them, no matter what name he may give.

Finger-print impressions are easily obtained. One by one a prisoner's fingers are rubbed on a tin slab covered with Indian ink, and the impressions are made on a specially printed form, a space being set apart for each finger. That is all.

The forms are sent to New Scotland Yard, and there the ridges, loops, and whorls in the prints are classified, and by an easy process of elimination the identification is established.

In the old day a criminal used to twist his face before the official camera in order to make identification from previous prison photographs more uncertain.

When the finger-print system was introduced criminals rubbed dirt into their fingers or peeled off the skin in order to defeat justice. But they found out that it was useless to attempt any disguise. The finger-print system is an exact science. Finger-prints are unchangeable.

Scores of criminals have cut the flesh off the fingers, but all in vain. The flesh has grown again and the same old finger-prints have reappeared.

I remember one notorious burglar whose trial was postponed three times at the Old Bailey because he had hacked his finger tips. It took more than three months for the fingers to heal, and the new skin revealed the old finger-prints of a convict.

Criminals do not do these silly things now. They know that self-mutilation only gives them suffering and not immunity from punishment.—*Daily Mail.*

THE WRONG PERFUME.

A little girl, a six-year-old, sat between her parents in a Tube train. "I like going to see grandpa," she observed in a clear, penetrating voice, which carried from end to end of the car. "But I didn't like the scent he was wearing. It wasn't dressing table scent." Her father and mother looked at one another, and the former whispered the word, "Whiskey!" Then they laughed heartily, and so did the chronicler of this little scrap of tubular humour.

WATER COLOURS.

The re-opening of the Tate Gallery recalls an amusing incident that occurred at the original opening. Two at least of the rooms were graced with central fountains on to which those desiring a better view of a masterpiece naturally retreated backwards. The fountains being guarded only by a parapet a few inches high, the amateur of art was tripped, and experienced total immersion. Many there were that suffered, so many that a visitor asserted that while he was helping one gentleman in one room he was called away by the screams of an immersed lady in the next. A rapidly improvised fence was not completely successful. All it meant was that natural and artistic results followed one another more quickly.

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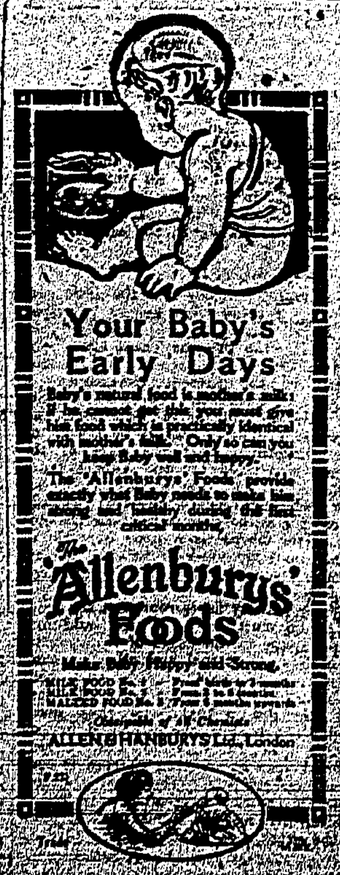

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THE MOSLEM RELIEF FUND.

THE NEED OF FUNDS FOR ASIA MINOR.

Mr. Fateh Mahomed, Hon. Secretary of the Indian Muslim Society in Hongkong, forwards us for publication a letter which he has received from the Right Honourable Syed Ameer Ali regarding the sufferings of the Moslem women and children in Asia Minor and the help which is being rendered to them by Mr. Ameer Ali and his Committee consisting of:—The Dowager Marchioness of Dufferin and Ava, The Lady Lamington, Lady Lowther, Lady Owen Mackenzie, Mrs. Ameer Ali, Mrs. Surtees, Mrs. M. Abbas Ali Baig, Mrs. C. A. Latif, Mrs. Kazim Hosain, The Right Honourable Lord Lamington, G.C.M.G., G.C.I.E., The Right Honourable Sir Gerard Lowther (Bart.), P.C., G.C.B., His Highness The Aga Khan, G.C.S.I., G.C.I.E., M. Abbas Ali Baig Esq., C.S.I., LL.D., Major-General Sir John Palmer Brabazon, K.C.B., Lieut.-General Sir Reginald Pole-Carew, K.C.B., Colonel Conyers Surtees, C.B., M.V.O., D.S.O., W.L.A.B. Burdett-Coutts, Esq., M.P., John F. Nicholson, Esq., Professor E. G. Browne, M.A., James A. Malcolm, Esq., Captain C. E. F. Dixon-Johnson, M. B. Tyebji, Esq., I.C.S., Theodore Lumley, Esq., M. Kazim Hosain, Esq., Syed Mohammad Ali Chowky Bey, Aga Jelal Shah, Esq., C. A. Latif, Esq., (Hon. Secretary), A. S. M. Anik Esq., (Hon. Treasurer), F. Birdwood, Esq., (Hon. Solicitor), E. Hayes, Esq., (Hon. Auditor).

[*Enclosures.*]

The British Red Crescent Society,
18, Sloane Street, London, S.W. 1.
July 19th, 1920.

To Fateh Mohammad, Esq., Hon. Sec.,
Indian Muslim Society.

MOSLEM RELIEF IN ASIA MINOR.

Dear Sir,—I have the honour to acknowledge the receipt of your letter of the 27th May last, and beg you to convey to Mr. Nimazee and all other friends and sympathisers, Moslem and non-Moslem, English, Chinese and Indian who have assisted your Society in the collection of funds for the pious and humanitarian work of relieving the acute distress now prevailing among the Moslems of Asia Minor. From the enclosed copy of a letter from Mr. Frew, who is administering our charity there, you will form some idea of the volume of suffering and distress in that distracted part of Asia. Before the new war began, there were over 200,000 people congregated beyond the Greek Zone suffering from dire privation; the mortality among women and children was reported to us as appalling. We sent through the Foreign Office whatever help was possible. But we rely on funds from the Moslems of India and other friends of humanity to carry on the work of relief among these stricken people.

Since the new war has begun, the area and extent of distress has extended widely and the intensity of suffering has increased. We have sent Mr. Frew to the scene of distress with £2,500 remitted through the Foreign Office, but a great deal more is needed; this sum that we have sent is a mere drop in the ocean.

Kindly interest European and Chinese sympathisers in this great humanitarian work of saving a large population from death by starvation.—I am, Sir, Youre faithfully,

AMEER ALI.

MR. FREW'S REPORT.

Dear Ameer Ali,—I have returned from my visit to Aidin Province. Going through Smyrna I tried to get some information about the needs of the various districts. Unfortunately, in this country, it is not easy to get any accurate information unless one goes right to the spot. I went direct to the town of Aidin. It is a sad sight—this beautiful place almost entirely wiped out by fires and bombardments. There are only 300 Turks left in this once prosperous Turkish town. Many have died and thousands have fled, and are now refugees in the Turkish and Italian zones. Of the 300 left in the town most are women and children and old people who could not get away. I visited most of them—they are in very poor condition. The Greek Government give them a certain amount of food, but they are in need of almost everything. The Englishmen there recommended a Turkish honourable man and interested in his people and he came with me and helped me to find the people. To him I left the money to be distributed with the approval of the English officer there.

The Meander Valley was so flooded that it was quite impossible to go to Nazli, as I had intended, so I went to Sokia instead. In Sokia country there are some 10,000 refugees. In and just near Sokia there are some 3,500. Over 500 more had died of privation and many more must die if conditions do not change very soon.

The people are crowded in old houses, mosques and barracks in a pitiable condition. Hundreds of them have nothing to eat but a cake they make of simple flour and water baked on a flat iron girdle. Some collect herbs which they boil and eat perfectly plain—having no oil or anything else to make them palatable and nourishing. It was very cold and the people were burning green twigs and wood, and, as there are no chimneys, the smoke adds to the misery of the hovels. The Turkish official in charge of the refugees came with us to the various places and he will give all assistance he can in distributing.

A small Committee has been formed of the few Europeans who, with the aid of the Turkish official, will give to those in the most terrible need according to the suggestions I made.

At Smyrna itself there is very much suffering. We visited many hundreds of refugees in mosques, etc. In one school there were a great number of poor people who were twice refugees—they had been refugees to Aidin from Macedonia during the war, and now are again refugees from the Greek occupied villages. These people are in very great need. I left money to buy milk for the poor little babies who get no milk and who look very anæmic and miserable.

(Continued at foot of next column.)

Mr. E. Whittall, who is very interested in helping the refugees, has undertaken to see to this distribution.

At the other places I have helped the most needy, especially the sick and the babies. At Pandorma there are many refugees in a miserable condition to whom I distributed some help.

After consultation I decided that in most cases to give money was most useful as the people can often buy just what they need more economically than we could, and there is no possibility of their wasting the money.

I did not go to Nazli because the funds I had could only barely touch the needs of those I visited. More than ten times the amount would be needed to be of really effective help, especially if we went among the thousands around Nazli.

I am writing to Whittalls at Smyrna to hand over what clothing you may send to Mr. Eric Whittall who will see to their being sent for distribution to Sokia and Aidin and in Smyrna also if you send sufficient.—Very truly yours,

(Signed) ROBERT FREW.

PIMPLES OVER FACE AND BODY

Itched and Burned. Lost Sleep. Cuticura Heals.

"I had been a long sufferer from pimples and blotches all over my face and body. They used to itch and burn so that I could not sleep at night, and they came to a head and burst. I was ashamed to go out.

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24-19

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HONGKONG METEORODOGICAL REGISTER.

Hongkong Observatory, August 25th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 a.m.
Barometer ...	29.66	29.67	29.69
Temperature ...	81	81	78
Humidity ...	85	85	91
Wind Direction	East	East	East
" Force	5	0	6
Weather ...	c	c	op
Rain ...	0.18	—	0.77

Highest open-air Temperature on 24th ...83

Lowest open-air Temperature on 25th ...80

HONGKONG TIDE TABLE.

From August 26th to Sept 1st, 1920.

Days of Week or Days of Month.		HIGH WATER. H'kong Standard Time.	Height.	LOW WATER. H'kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Thur.	26	m 6 54	6 6	m 0 35	3 11
		8 58 a	4 6	6 12 a	1 8
Fri.	27	m 7 33	6 8	m 1 28	3 6
		9 14 a	4 8	7 43 a	1 5
Satur	28	m 8 11	7 0	m 2 5	3 3
		9 28 a	5 0	8 12 a	1 4
Sun.	29	m 8 48	7 3	m 2 44	3 0
		9 44 a	5 3	8 42 a	1 4
Mon.	30	m 9 26	7 3	m 3 22	2 7
		10 4 a	5 6	9 11 a	1 5
Tues.	31	m 10 6	7 0	m 4 0	2 5
		10 29 a	5 3	9 41 a	1 8
Wed.	1	m 10 49	6 8	m 4 39	2 3
		11 2 a	5 2	10 12 a	2 2

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

MANILA	"YUENSANG"	Fri.	27th Aug., 3 p.m.
SHANGHAI	"HOPSANG"	Sun.	29th Aug., D'light.
TIENTSIN viv CHEFOO	"CHEONGSHING"	Tues.	31st Aug., D'light.
HOIHOW & HAIPHONG	"LOKSANG"	Wed.	1st Sept., 8 a.m.
STRAITS & JAVA via AMOY	"FOOSHING"	Thurs.	2nd Sept., D'light.
KOBE	"FOOKSANG"	Thurs.	2nd Sept., 5 P.M.
STRAITS & CALCUTTA	"NAMSANG"	Thurs.	9th Sept., 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Manila and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

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Vessel	Due Hongkong
"GLENAVY"	28th Aug.
"PEMBROKESHIRE"	12th Sept.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAMOY"	about 27th Aug.	LONDON & ROTTERDAM
M.V. "GLENARIFFE"	" 24th Sept.	GENOA, LONDON & ANTWERP.
"CARNARVONSHIRE"	" 5th Oct.	GENOA & LONDON.

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SHIPPING NEWS.

ARRIVALS.

August 25th.

Akita Maru, Japanese str., 2,310 tons, Capt. Fujimura, from Moji, with a general cargo.—N.Y.K.

Amakusa Maru, Japanese str., 2,356 tons, Capt. Kobayashi, from Keelung, with coal and a general cargo.—O. S. K.

Hulching, British str., 1,207 tons, Capt. Stewart, from Swatow, with a general cargo.—D. L. & Co.

Hydrangea, British str., 580 tons, Capt. Drummond, from Swatow, with a general.—Chin On & Co.

Kung Tak, Chinese str., 1,536 tons, Capt. Stewart, from Shanghai, with a general cargo.—C. M. Co.

Luchow, British str., 1,221 tons, Capt. Morse, from Bangkok and Swatow, with a general cargo.—B. & S.

Methven, British str., 3,079 tons, Capt. James, from Singapore, with a general cargo.—O.P.O.S.

Plassy, British str., 4,615 tons, Capt. Clark, from Shanghai, with a general cargo.—M. M. & Co.

Shidzuoka Maru, Japanese str., 3,903 tons, Capt. Asakawa, from Shanghai, with a general cargo.—N. Y. K.

Taishan Maru, Japanese str., 1,006 tons, Capt. Torni, from Canton, in ballast.—Dodwell & Co.

Tean, British str., 1,350 tons, Capt. McDonald, from Shanghai and Swatow, with a general cargo.—B. & S.

Telemachus, British str., 1,340 tons, Capt. Bentley, from Saigon, with a cargo of rice.—Wo Fat Shing.

CLEARANCES

August 25th.

Achilles, for Shanghai.
Akita Maru, for New York.
Baarn, for Yokohama.
Devawongse, for Saigon.
Empress of Russia, for Vancouver.
Groningen, for Foochow.
Hangchow, for Saigon.
Hock Lee, for Swatow.
Hsinchang, for Canton.
Ningchow, for Haiphong.
Plassy, for London.
Providence, for Saigon.
Ryuyo Maru, for Keelung.
Shun Shing, for Kwong Chow Wan.
Soshu Maru, for Takao.
Sunning, for Shanghai.
Taishan Maru, for Tientsin.
Tean, for Canton.
Tonashima Maru, for Keelung.
Yuet Shang, for Kwong Chow Wan.

SHIPPING MOVEMENT.

The s.s. *Ningchow* (Blue Funnel line) left Kuchinotzu in the 25th inst. for New York *vid* Hongkong, and is due here on the 20th inst. She will sail for New York on the 30th inst.

VESSELS EXPECTED.

Ajax (Blue Funnel line), due September 11th.
Anyo Maru, from Japan, due August 27th.
Benledi, due August 28th.
Ceylon Maru, from Japan, due August 28th.
Dakar Maru (Hamburg line), due Sept. 5th.
Eurypylus, due August 31st.
Fushimi Maru (American line), due Sept. 3rd.
Kansas, from New York, due September 2nd.
Knight of the Garter (Blue Funnel line), due September 1st.
Mishima Maru (European line), due Sept. 8th.
Sado Maru (European line), due September 16th.
Totomi Maru (Calcutta line), due August 27th.
Wakasa Maru (Liverpool line), due Sept. 12th.
Yetorofu Maru, from Bombay, due August 30th.

WEATHER REPORT.

August 25th, at 6.15.—Warning to Hongkong:—A Typhoon within 80 miles of Lat. 19 deg. N., Long 112 deg. E., moving W.

August 25th at 11.42—No returns from Japan and Vladivostock.

Pressure has increased moderately at Weihaiwei, and decreased moderately at Tourane; other changes are slight. The northern depression has probably moved to S. Manchuria; the depression of the China Sea is situated to the north of the Paracels moving W. or W.S.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.76 inch. Total since January 1st, 77.42 inches against an average of 63.67 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	East winds, fresh; cloudy, showery.
Formosa Channel	N. winds, fresh to moderate.
Southcoast of China between Hongkong and Lamokau	The same as No. 1
Southcoast of China between Hongkong and Hainan	The same as No. 1

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CHINA COAST METEOROLOGICAL REGISTER.

AUGUST 25TH, 1.30.

Station.	Hour	Barometer at Sea Level.	Temperature.	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	29.78	73	90	WSW	2	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.80	73	96	SSE	1	o
Gutzlaff	"	29.78	75	95	S	1	f
Sharp Peak	7 a.	29.89	80	87	WNW	1	b
Amoy	6 a.	29.69	82	83	NNW	1	b
Swatow	"	—	—	—	—	—	—
Taiboku	"	29.78	75	—	—	0	o
Taichu	"	29.74	75	—	E	2	b
Tainan	"	29.73	75	—	ENE	2	o
Koshun	"	29.74	79	—	—	0	b
Pescadores	"	29.70	77	91	ENE	1	c
Canton	"	29.67	82	85	E	3	o
Hongkong	"	29.67	82	85	E	3	o
Gap Rock	"	29.63		—	ENE	4	c
Macao	"	29.63	81	84	E	4	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.66	77	94	ENE	1	o
Tourane	"	29.54	77	—	NW	6	o
Cape S. James	"	29.69	77	—	SW	3	o
Aparri	9 a.	29.73	73	94	—	0	o
Dagupan	"	—	—	—	—	—	—
Manila	"	29.74	75	94	—	0	o
Legaspi	"	29.73	77	92	W	1	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.75	78	92	—	0	o
Surigao	"	—	—	—	—	—	—
Guam	4	29.72	—	—	S	1	f
Labuan	6 a.	29.71	80	91	SW	2	b

C. W. JEFFRIES, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degree Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, tenths and hundredths.

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Name	Flag	For Freight Apply to	To be Despatched
BOSTON & NEW YORK via SUEZ	Ningchow	Brit.	The Bank Line, Ltd.	On 28th inst.
NEW YORK via SUEZ CANAL	Egremont Castle	Brit.	Dodwell & Co., Ltd	About 5th Sept.
NEW YORK via JAPAN PORTS, SAN FRANCISCO &c.	Honolulu Maru	Jap.	Osaka Shosen Kaisha	On 9th Sept.
NEW YORK via SUEZ CANAL	Celtic Prince	Am.	Shewan, Tomes & Co.	Early Oct
NEW YORK via SUEZ	General Church	Brit.	The Bank Line, Limited	On 10th Nov.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 28th inst.
SAN FRANCISCO	West Inskip	Am.	Pacific Mail S.S. Co.	Last half of Aug.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 6th Sept.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Persia Maru	Jap	Toyo Kisen Kaisha	On 17th Sept.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 24th Sept.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Delight	Am.	Frank Waterhouse & Co.	About 8th Sept.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c.	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 11th Sept. at 11 a.m.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 26th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Montcalm	Brit.	Canadian Pacific O. S. Ltd.	On 26th Oct.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Methven	Brit.	Canadian Pacific O. S. Ltd.	On 31st inst.
VICTORIA, SEATTLE & VANCOUVER	Talthybius	Brit.	Butterfield & Swire	On 3rd Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 27th Sept.
MARSEILLES & LONDON via STORR PANG &c.	Plassy	Brit.	P. & O.-B. I. & A. L.	About 26th inst. at Noon
MARSEILLES via HAIPHONG, SAIGON, STORR &c.	Andre Lebon	Fren.	Messageries Maritimes	About 13th Sept.
LIVERPOOL & MARSEILLES via SINGAPORE, Cheo &c.	Tottori Maru	Jap.	Nippon Yusen Kaisha	End of Sept.
HAVRE & LIVERPOOL	Rheims	Brit.	Butterfield & Swire	On 4th Sept.
GENOA, MARSEILLES, GLASGOW & LIVERPOOL	Cyclops	Brit.	Butterfield & Swire	On 11th Sept.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Shidzuoka Maru	Jap.	Nippon Yusen Kaisha	On 26th inst. at Noon.
LONDON & ROTTERDAM	Glenamoy	Brit.	Jardine, Matheson & Co., Ltd	About 27th inst.
LONDON, ANTWERP & HAMBURG	Protesilaus	Brit.	Butterfield & Swire	On 1st Sept.
LONDON, ANTWERP & ROTTERDAM &c.	Alpa Maru	Jap.	Osaka Shosen Kaisha	On 7th Sept.
LONDON, AMSTERDAM & ANTWERP	Achilles	Brit.	Butterfield & Swire	On 9th Sept.
LONDON	Kansas	Brit.	The Bank Line, Ltd.	On 10th Sept.
LONDON, ROTTERDAM & ANTWERP	Teiresias	Brit.	Butterfield & Swire	On 26th Oct.
ROTTERDAM & HAMBURG	Tobe	Brit.	Butterfield & Swire	Beginning of Sept
BOMBAY & COLOMBO via SINGAPORE	Tenshin Maru	Jap.	Nippon Yusen Kaisha	On 16th inst.
BOMBAY & COLOMBO	Luzon Maru	Jap.	Osaka Shosen Kaisha	On 27th inst.
STRAITS & JAVA via SWATOW	Foosang	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd Sept., at D'light.
STRAITS & CALCUTTA	Namsang	Brit.	Jardines, Matheson & Co., Ltd.	On 9th Sept., at 2 P.M.
SINGAPORE, PENANG, CEBU, BRINDISI, VENICE, &c.	Innsbruck	Brit.	Dodwell & Co., Ltd.	About 5th Sept.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Ceylon Maru	Jap.	Nippon Yusen Kaisha	On 29th inst.
CALCUTTA via STRAITS & RANGOON	Japan	Brit.	P. & O.-B. I. & A. L.	About 5th Sept.
LOS ANGELES CALIFORNIA, U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 15th Sept
AUSTRALIAN PORTS via MANILA	Hwah Ping	Chi.	The China & Australia S.S. Co.	On 12th Sept.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 22nd Sept., at 11 A.M.
AUSTRALIAN PORTS via SANDAKAN	Kanowna	Brit.	P. & O.-B. I. & A. L.	About 25th Sept.
AUSTRALIAN PORTS	Changaba	Brit.	Butterfield & Swire	On 27th Sept.
SYDNEY & MELBOURNE	Kunajiri Maru	Jap.	Osaka Shosen Kaisha	On 25th Sept.
BUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c.	Chicago Maru	Jap.	Osaka Shosen Kaisha	On 9th Sept.
VIA PAPAITO via JAPAN, HONOLULU, SAN FRANCO &c.	Anyo Maru	Jap.	Toyo Kisen Kaisha	On 9th Sept.
YOKOHAMA	Tjimanoek	Dut	Java-China-Japan Lijn	About 18th Sept.
JAPAN PORTS	Madras Maru	Jap.	Osaka Shosen Kaisha	On 30th inst.
JAPAN	Samarang Maru	Brit.	Dodwell & Co., Ltd.	About 31st inst.
KOBE	Fooksang	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd Sept., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	Nikko Maru	Jap	Nippon Yusen Kaisha	On 18th Sept., at 11 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	Kuejchow	Brit.	Butterfield & Swire	On 2nd Sept., at 2 P.M.
TIENTSIN via CHEFOO	Chengshing	Brit.	Jardine, Matheson & Co., Ltd.	On 31st inst., at D'light.
SHANGHAI	Suiyang	Brit.	Butterfield & Swire	On 27th inst., at D'light.
SHANGHAI & TSINGTAO	Tean	Brit.	Butterfield & Swire	On 28th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	Totomi Maru	Jap	Nippon Yusen Kaisha	On 28th inst. at 5 P.M.
SHANGHAI	Hopsang	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst. at D'light.
SHANGHAI & JAPAN	Gregory Apcar	Brit.	P. & O.-B. I. & A. L.	About 1st Sept.
SHANGHAI & JAPAN	Hungaria	Brit.	Dodwell & Co., Ltd.	About 2nd Sept.
SHANGHAI, KOBE & YOKOHAMA	Armand Behic	Fren.	Messageries Maritime	About 4th Sept.
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 2nd Sept., at Noon.
SWATOW, AMOY & FOOCHOW	Haicheng	Brit.	Douglas Lapraik & Co.	On 27th inst., at 2 P.M.
SWATOW & BANGKOK	Luchow	Brit.	Butterfield & Swire	On 31st inst., at Noon.
SWATOW, AMOY & FOOCHOW	Hailoong	Brit.	Douglas Lapraik & Co.	On 31st inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 3rd Sept., at 2 P.M.
HOIHOW & HAIPHONG	Loksang	Brit.	Jardine, Matheson & Co., Ltd	On 1st Sept., at 8 A.M.
KEELUNG via SWATOW & AMOY	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 27th inst.
TAKAO via SWATOW & AMOY	Soahu Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
MANILA	Yuensang	Brit.	Jardine, Matheson & Co., Ltd	On 27th inst., at 3 P.M.
MANILA, CEBU & ILOILO	Taming	Brit.	Butterfield & Swire	On 28th inst., at 4 P.M.
JAVA	Tjikini	Dut.	Java-China-Japan Lijn	About 5th Sept
JAVA	Borneo Maru	Brit.	Dowell & Co., Ltd.	About 16th Sept.
SAIGON, BANGKOK & SINGAPORE	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 2nd Sept.

C P O S
SAILINGS
HONGKONG to VANCOUVER
via Shanghai, Nagasaki (*Moji) Kobe & Yokohama

Steamers	From Hongkong	Due Vancouver
EMPRESS OF RUSSIA	Aug. 26	Sept. 13
EMPRESS OF JAPAN	Sept. 14	Oct. 5
EMPRESS OF ASIA	Sept. 23	Oct. 11
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
* MONTEAGLE	Oct. 26	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
* MONTEAGLE	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 762. Cable address: CAGANPAC.
CANADIAN PACIFIC OCEAN SERVICES.

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS
"NANKING" 15,000 tons "CHINA" 10,200 tons "NILE" 11,000 tons
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS AND HONOLULU
"NANKING" Sept. 24th. "CHINA" Sept. 24th. "NILE" Aug. 28th.
An unsurpassed high-class passenger service.
O. HUTTER, Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2167.

AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	21st Sept.	27th Sept.

SAILINGS SUBJECT TO ALTERATION.
This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

N. Y. K.
NIPPON YUSEN KAISHA
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
FUSHIMI MARU (omitting Manila) ... ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU ... ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... ... Friday, 8th Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.
SHIDZUOKA MARU ... ... Thursday, 26th Aug., at Noon.
KAGA MARU ... ... Thursday, 9th Sept., at Noon.
YOKOHAMA MARU ... ... Friday, 17th Sept., at Noon.
HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.
LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
TOTTORI MARU ... ... End of September.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
TANGO MARU ... ... Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU ... ... Wednesday, 20th Oct., at 11 a.m.
NEW YORK via Suez Canal.
SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta Durban & Cape Town.
BOMBAY & COLOMBO via Singapore.
TENSHIN MARU ... ... Thursday, 26th August.
CALCUTTA & RANGOON via Singapore & Penang.
CEYLON MARU ... ... Sunday, 29th August.
BOMBAY MARU ... ... Saturday, 4th September.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... ... Saturday, 18th Sept., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
TOTOMI MARU ... ... Saturday, 28th August.
YETOROFU MARU ... ... Tuesday, 31st August.
MISHIMA MARU ... ... Thursday, 9th Sept., at 11 a.m.
For further information apply to— NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.
For NEW YORK
"CELTIC PRINCE" ... via SUEZ CANAL ... ... Early October.
Steamers proceed via Suez Canal or Panama Canal at Owners option.
For freight and further particulars, apply to—
SHEWAN TOMES & CO.
Agents. 111

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "GENERAL CHURCH" ... ... 10th Nov.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo (except en through Bills of Lading from HONGKONG) shipped at KLAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
14 Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

LONDON ... ... "KANSAS" ... ... 10th Sept.

LONDON ... ... "SWAZI" ... ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Russ & Co., Canton. THE BANK LINE, LTD.,
General Agents.
22

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail	
SHANGHAI	"SUIYANG"	On 27th Aug.	D'light.
SAIGON	"SINGAN"	On 27th Aug.	Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 28th Aug.	4 P.M.
SHANGHAI & TSINGTAO	"TSAN"	On 28th Aug.	4 P.M.
AMOY & SHANGHAI	"CHEKIANG"	On 31st Aug.	10 A.M.
SWATOW and BANGKOK	"LUCHOW"	On 31st Aug.	Noon.
SHANGHAI	SIBERIA"	On 2nd Sept.	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUKICHOW"	On 2nd Sept.	3 P.M.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Closed Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	FRIDAY, 17th Aug., at 2 P.M.
"HAILOONG"	Capt. J. S. Thomson	TUESDAY, 21st Aug. at 2 P.M.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY, 3rd Sept. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

Due Iwakuni	Arrive Hongkong	Sailing	Arrive L.A.
S.S. VINTA ...	Sept. 7th.	S.S. VINTA ...	Sept. 16th.
S.S. WEST HIXTON ...	Oct. 7th.	S.S. WEST HIXTON ...	Oct. 16th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en route. Shipside connection with the Sailtlake, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.
Branch Offices—Kobe, Shanghai (Manila, Singapore)
Hongkong Office—Prince Building, Chater Rd. Tel. No. 1082.
CHAS. R. RICHARDSON,
General Agent for South China.
(451)

P. & O. - BRITISH INDIA. APCAR. LEYLAND. EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination.
"PLASSY"	7,400	28th Aug. Noon.	Marseilles, London & Antwerp.
"KHIVA"	7,400	17th Sept.	Marseilles, London & Antwerp.
"JEYPORE" (Cargo)	7,400	11th Sept.	Marseilles, London & Antwerp.
"NANKIN"	6,900	6th Oct.	Marseilles, London & Antwerp.
"KASHGAR"	8,900 (?	26th Oct.	Marseilles, London & Antwerp.
"ALIPORE"	8,800	30th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN"	6,100	5th Sept.	Straits, Rangoon & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	25th Sept.	Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,800	1st Sept.	Shanghai & Japan
"KANOWNA"	7,000	7th Sept.	Kobe direct.
"NANKIN"	6,900	8th Sept.	Shanghai & Japan.
"ABRATOON APCAR"	4,900	11th Sept.	Shanghai & Japan.
"KASHGAR"	8,900	22nd Sept.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Through Interchangeable 1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Through Steamers Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 9 ft. x 3 ft. x 3 ft. will be received at the Company's Office up to Noon on the day previous to Sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GONDAND & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG
—Monthly direct by service via Singapore and Port Said.

"ALPS MARU"	(Call Marseilles) ...	Tuesday,	7th Sept.
"ATLAS MARU"	... ...	Saturday,	29th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CHICAGO MARU"	Thursday,	6th Sept.
"CANADA MARU"	Tuesday,	2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"LUZON MARU"	Friday,	17th Aug.
"SIAM MARU"	Saturday,	25th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"SHINEI MARU"	Thursday,	2nd Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU"	Friday,	28th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA
Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"ARABIA MARU"	Monday,	27th Sept.

SAN FRANCISCO & NEW ORLEANS.

"BORNEO MARU"	Thursday,	1st Sept.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU"	Thursday,	6th Sept.

NEW ORLEANS LINE.

"BORNEO MARU"	Thursday,	1st Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU"	Monday,	20th August.

KEELUNG "S" SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU"	Friday,	24th August.

TAKAO "S" SWATOW & AMOY

"SOSHU MARU"	Thursday,	30th August.

For sailing dates and further particulars please apply to—

Y. YAMAUDA,
Manager.
Tel. No. 1445 & 748. No. 1, Queen's Building.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS.	LEAVE HONGKONG
SHINYO MARU	22,000	...Sept. 6th.
PERSIA MARU	9,000	...Sept. 17th.
KOREA MARU	20,000	...Sept. 30th.
SIBERIA MARU	20,000	...Oct. 12th.
TENYO MARU	22,000	...Oct. 28th.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD. [35

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Days
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" 10,000 ...	On or about 4th Sept.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"ANDRE LEBON" 22,000 ...	On or about 13th Sept.
	"PAUL LECAT" — 20,000 ...	On or about 19th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Acting Agent,
Queen's Building.
Telephone 740.

ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE
operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe).

For PORTLAND direct.
(Calling at Shanghai and Kobe).

For SAN FRANCISCO and SEATTLE.
Through Bills of Lading issued to principal European ports.
For freight and Passage apply to

THE ADMIRAL LINE,
Telephone 3477 & 3478. Fifth Floor, Hongkong Hotel Mansions.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE
Operating the new first-class steamers
"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL
For SAN FRANCISCO.

S.S. "WEST INSKIP" Last half of August for San Francisco via Shanghai and Japan.

HONGKONG—CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States of America and Canada also through Bills of Lading to Baltimore, Havana, Canada and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.,
Hongkong Manager.
Telegraphic Address: "PACMAIL."

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Japan	*Tenshin Maru*	26th Aug.
Shanghai	*Shantung*	27th Aug.
Japan	*Awgo Maru*	27th Aug.
Straits	*Tokumi Maru*	27th Aug.
Japan	*Ceylon Maru*	28th Aug.
Bombay	*Yetsuya Maru*	30th Aug.

OUTWARD MAILS.

For	Per	Date
Swatow, Amoy and Formosa via Takao	*Soshu Maru*	Thursday, 26th. 9.00 A M
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and *Europe via Vancouver, B.C.	*Empress of Russia*	Thursday, 26th. Registration 9.15 A M Letters 10.00 A M
*Straits, *Bangkok, *Ceylon, *Mauritius, *South Africa, *L. Marquez, *India via Dhanushkodi, Bombay, Aden, *Egypt & *Europe via MARSEILLES	*Plassy*	Thursday, 26th. Registration 9.15 A M Letters 10.00 A M
Straits, Bangkok, Ceylon, *Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt and Europe via MARSEILLES	*Shidzuoka Maru*	Thursday, 26th. Registration 9.45 A M Letters 10.30 A M
Straits and Bangkok	*Haitan*	Thursday, 26th. 1.00 P M
Swatow	*Hydramoea*	Thursday, 26th. 4.00 P M
Shanghai and North China	*Suryang*	Thursday 26th. 5.00 P M
Mauritius	*Lindsay Moller*	Friday, 27th. 9.00 A M
Saigon	*Singan*	Friday, 27th. 10.00 A M
*Swatow, Amoy and Formosa via Keelung	*Anshun Maru*	Friday, 27th. 11.00 A M
Swatow, Amoy, and Foochow	*Haeching*	Friday, 27th. 1.00 P M
Philippine Islands	*Yuensang*	Friday, 27th. 2.00 P M
Haiphong	*Tripunas*	Friday, 27th. 5.00 P M
Shanghai, North China, Japan, via Nagasaki, Honolulu, Canada, United States, Central and South America and *Europe via SAN FRANCISCO	*Nile*	Saturday, 28th. Registration 9.45 A M Letters 10.30 A M
Philippine Islands	*Tuning*	Saturday, 28th. 3.00 P M
Shanghai and North China	*Tean*	Saturday, 28th. 3.00 P M
Swatow, Amoy & Formosa via Keelung	*Kaijo Maru*	Sunday, 29th. 9.00 A M
Amoy *Shanghai and *North China	*Chekiang*	Tuesday, 31st. 9.00 A M
*Swatow and *Bangkok	*Luchuan*	Tuesday, 31st. 11.00 A M
Swatow, Amoy and Foochow	*Hai Loong*	Tuesday, 31st. 1.00 P M
	—SEPTEMBER—	
Shanghai, and N. China	*Sinkiang*	Thursday, 2nd, 11.00 A M
Weihaiwei, Chefoo and Tientsin	*Kweichow*	Thursday, 2nd, 2.00 P M
Swatow, Amoy and Foochow	*Hai Hong*	Friday 3rd. 1.0 P M
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and *Europe via SAN FRANCISCO	*Shinyo Maru*	Monday, 6th. Registration 8.45 A M Letters 10.30 A M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct).

"PROTESILAUS"	1st Sept. London, Amsterdam & Hamburg.
"ACHILLES"	9th Sept. London, Amsterdam & Antwerp.
"MENTOR"	21st Sept. London, Amsterdam & Antwerp.
"KEEMUN"	12th Oct. London, Amsterdam & Hamburg.
"TEIRESIAS"	26th Oct. London, Rotterdam & Antwerp

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"RHESUS"	4th Sept. Havre & Liverpool.
"CYCLOPS"	11th Sept. Genoa, Ms'lles, L'pool & Glasgow
"TITAN"	5th Oct. Genoa, Ms'lles, L'pool & Glasgow
"EURYPYLUS"	12th Oct. Marseilles, Havre & Liverpool.

PACIFIC SERVICE
(via Kobe and Yokohama).

"TALTHYBIUS"	3rd Sept. } Victoria, Seattle & Vancouver.
"TYNDAREUS"	8th Oct. }
"TEUCER"	20th Oct. }

NEW YORK SERVICE
(via Suez or Panama).

See separate Joint advertisement.

HOMEWARD PASSENGER SERVICE

"MENTOR"	21st Sept. for London direct.
"STENTOR"	8th Oct. for London direct.
"TEIRESIAS"	26th Oct. for London direct.
"IDOMENEUS"	9th Nov. for Liverpool via Marseilles.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

1241]

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE—TACOMA—VICTORIA—VANCOUVER

via Kobe and Yokohama.

"DELIGHT"	8th September.
"EASTERN MARINER"	25th September.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,
1st Floor, Hong Kong Hotel. Telephone 2507.

210

COMMERCIAL.

OPENING QUOTATIONS.

August 26th.

On London.—	
Telegraphic Transfer	4/2
Bank Bills, on demand	4/2
Bank Bills, at 30 days sight	4/2
Bank Bills, at 4 months' sight	4/3
Credits, at 4 months' sight	4/3
Documentary Bills, 4 months' sight	4/3
On Paris.—	
Bank Bills, on demand	1
Credits, 4 months' sight	114
On New York.—	
Bank Bills, on demand	80m.
Credits, at 60 days' sight	79
On Bombay.—	
Telegraphic Transfer	80m.
Bank Bills, on demand	80m.
On Calcutta.—	
Telegraphic Transfer	80m.
Bank Bills, on demand	80m.
On Shanghai.—	
Bank Bills, at sight	80m.
Private, 30 days sight	80m.
On Yokohama.—On demand	154
On Manila.—On demand—Pesos	167
On Singapore.—On demand	183
On Batavia.—On demand	221
On Haiphong.—On demand	80m.
On Saigon.—On demand	80m.
On Bangkok.—On demand	69½
Sovereigns, Bank's Buying rate	$ 4.80
Gold Leaf 100 fine, per tael	
Bar Silver per oz	50d.

SUBSIDIARY COINS.

	Per cent.	
Hongkong...20 cents piece	$1.00	Discount.
Hongkong...10 "	0.01	"
Canton ...20 "	10.35	"
Canton ...10 "	0.00	Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STARR,
Chief Manager.

Hongkong, November 2nd, 1919. 9

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [88

THE BANK OF TAIWAN LIMITED (TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital Paid-up	" 37,500,000
Reserve Funds	" 7,030,000

HEAD OFFICE.
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tobyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

Hongkong Branch,
3, Des Voeux Road, Central.
Hongkong, November 1st, 1919. [43

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London, E.C. 3.

Authorised Capital	£2,000,000
Subscribed Capital	£1,200,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kotah Bhara	Port Louis (Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central.
Hongkong, June 30th, 1920. [44

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds—	
Sterling	£2,000,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:

The Hon. Mr. E. V. D. Pass—Chairman.
A. H. Cameron, Esq.—Deputy Chairman.
G. M. Dodwell, Esq. | Hon. Mr. J. Johnson
G. T. M. Edking, Esq. | A. O. Lang, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.

Chief Manager—
Hongkong—N. J. Starr, Esq.

Acting Manager—
Shanghai—G. H. Scott, Esq.

London Bankers:
London County and Westminster & Parr's Bank, Limited.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STARR,
Chief Manager.

Hongkong, May 18th, 1920.

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Authorised Capital	F. 250,000,000
Subscribed Capital	F. 150,000,000
Paid Up	F. 75,000,000
Subscribed by the Government of the Chinese Republic	F. 30,000,000

Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser la Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffite, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid up Capital	Frs. 63,400,000.00
Reserves Funds	Frs. 69,67,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Nonmea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Touane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [78

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. Pong Wah Tung, Chairman.
Mr. Chow Shoo Son. | Mr. Kan Ying Po.
Mr. Li Koon Chun. | Mr. Mok Ching Kong.
Mr. Fung Ping Shan. | Mr. Wong Yun Tong.
Mr. P. K. Kwok. | Mr. Chan Ching Shek.
Mr. Ng Chang Tak.

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—Li Tse Tong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

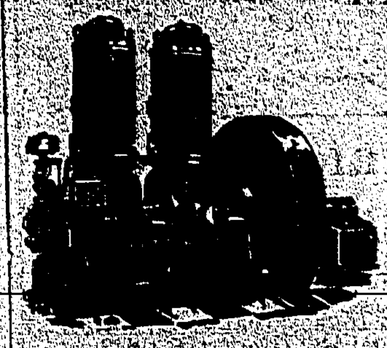
Interest allowed on Current Deposit Account at the rate of 1 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 2½ per annum.
For 6 months at the rate of 4½ per annum.
For 12 months at the rate of 5½ per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1920. 109

"VICKERS"-PETTER
SEMI-DIESEL CRUDE OIL ENGINES



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For further particulars apply to—

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14, DES VOEUX ROAD CENTRAL, HONGKONG.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA. [30

KONINKLYKE PAKETVAART MAATSCHAPPY.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP

"VAN WAERWYCK."

will be despatched

To SINGAPORE, PENANG and BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

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Telephone No. 1574 Agents.

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital $4,000,000. Surplus $1,100,000.

Head Office: New York, U.S.A.

BRANCHES:

SHANGHAI	TIENTSIN	MANILA	PEKING
HANKOW	CANTON	CHANGSHA.	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

D. M. BIGGAR,
Hongkong Manager.

1131]

THE BANK OF CHINA
中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital	$50,000,000.00
Paid-up Capital	12,578,800.00
Reserve Funds	3,197,400.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months ... 2½ per annum.
For 6 months ... 4½ per annum.
For 12 months ... 5½ per annum.

ISUYEE, F.E.,
Manager.

Hongkong, February 6th, 1920. 34

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Pasoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

T. USANG LI,
Manager.

Hongkong, July 7th, 1919. 99

DAIRY FARM NEWS.

New Shipments just received.

GRUYERE CHEESE	...80 cents	per lb.
GOUDA	...80 "	" "
EDAM	...80 "	" "
CREAM	...30 "	" pat.
PICNIC	...30 "	" jar

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

[55

JUST ARRIVED

A CONSIGNMENT OF

MESSRS. SHANKS & CO., LTD.'S

SHIPS CLOSET

BALTIC
PACIFIC
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ABOVE AND BELOW WATER LINE.

C. E. WARREN & Co., Ltd.,
20 & 21, Des Voeux Road Central,
Established 1900. [231

Printed and Published by Dairman Ancheta Hall for The Hongkong Daily Press, Ltd., at 101, Des Voeux Road Central Victoria, Hongkong. London Office: 121, Fleet Street, E.C.